

THE COMMERCIAL MOTOR

FRIDAY, AUGUST 22, 1958
ONE SHILLING

The middleweight with the heart of a heavy!

This is the middle-weight with the worthwhile payload—up to 9½ tons. And, equally important, this is the middle-weight which offers *low* unladen weight, *low* running costs and *low* maintenance charges. Add to this the adaptability of sound, go-ahead design and you have a vehicle which absolutely fits the operator's needs. It pays to specify A.E.C.

- * Body lengths (rigid vehicles) from 12 ft. 11 in. to 21 ft. 4 in.
- * Gross train weight 18 tons
- * A.E.C. 6-cyl. 112 b.h.p. diesel engine
- * Air brakes



Used by James Davies (Timber) Ltd., for the delivery of timber to new housing estates—an A.E.C. 'Mercury' with Dyson semi-trailer.

A.E.C. 'MERCURY'



A.C.V. SALES LIMITED A.E.C. WORKS, SOUTHALL, MIDDLESEX
THE A.C.V. GROUP OF COMPANIES INCLUDES A.E.C. AND THE MAUDSLAY MOTOR CO



New-Simplified Speedier Body-Building-

All Material ex-stock ex-mill no waiting

Lighter and Stronger Sections save material costs

Special planks eliminate cutting along length

Commercial Motor Show Stand No. 430

Design Assistance offered free

Tongue and Groove Design gives stronger construction

Improved Labour-Saving Fixing

**- WITH
'SF'
Aluminium Alloy
Road Transport
Sections**

**Write TODAY for Price and Stock List
and further technical information**

Southern Forge LTD
MEADFIELD ROAD · Langley · BUCKS
Telephone Langley (BUCKS) 301

Cut your costs with the economical

COMMER-UNIPOWER

10 TON SIX-WHEELER
with Trailing Axle



- ★ Rootes two-stroke diesel engine, developing 105 b.h.p.
- ★ Bodyspace of 21 ft. 6 in.
- ★ Maximum gross vehicle weight, 15 tons.

The 'Commer-UniPower' 10 tonner is based on the thoroughly proved Commer 7 ton chassis with its amazingly economical Rootes diesel engine, whilst in addition the wide use of Commer components in the chassis conversion facilitates servicing through the country-wide Commer Dealer Organisation.

BUILT STRONGER TO LAST LONGER!

COMMER CARS LTD. LUTON BEDS.

EXPORT DIVISION : ROOTES LTD. DEVONSHIRE HOUSE PICCADILLY LONDON W.1

A1

Have you a pipe problem

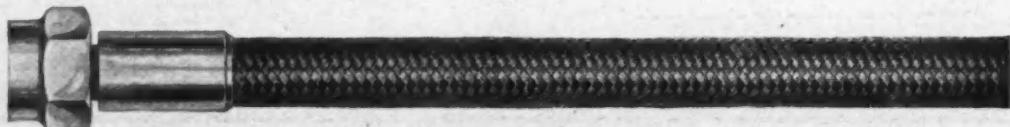


better see DUNLOP — the Top experts

Specialists in the design, manufacture and installation of reinforced high and low pressure Rubber, P.T.F.E.* and Fleximet (Stainless Steel) Flexible Pipes.

Dunlop technicians are available to advise on all problems concerning the installation and use of flexible pipes. Details from H. S. Perrey, Dunlop Rubber Co. Ltd., St. Georges Road, Coventry. Telephone 64171.

* Polytetrafluoroethylene



DUNLOP MAKE PIPES BETTER TO LAST LONGER

If you have a transport problem **Homalloy** is your answer



TIPPERS

Leyland "Octopus" chassis with Homalloy heavy-duty tipping body. Light alloy tongued and grooved sides.



VANS

Albion "Claymore" chassis with Homalloy easy-access cab and van body. Designed for national bulk distribution.



Specify

Homalloy
LIGHT ALLOY
REGD.

HOLMES (PRESTON) LTD.

HOMALLOY WORKS

BLACKPOOL ROAD, PRESTON, LANCS.

Tel: Preston 89233 (5 lines)

Grams: Homalloy, Preston

RHODESIA

ZAMBESI COACHWORKS LTD.
PRIVATE BAG 25, KOPJE, SALISBURY
Telephone: 24353

SOUTH AFRICA

BUS BODIES (S.A.) LIMITED
P.O. BOX 4000, PORT ELIZABETH
Telephone: 57436



HANDS 'G' TYPE FULLY UNIVERSAL AUTOMATIC TRACTOR & SEMI-TRAILER COUPLING (6-12 TONS)

A PROVED AND TRIED PRODUCT!

SUITABLE FOR ALL DROP FRAME TRACTORS
AND MANY OTHERS BY CONVERSION

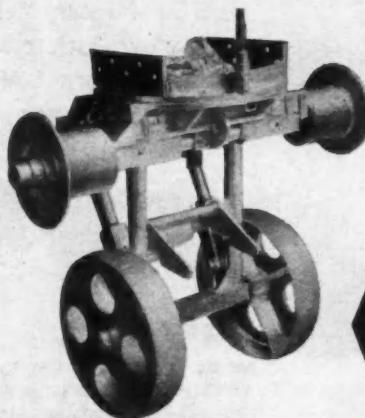
'G' TYPE UNIVERSAL AUTOMATIC TRACTOR GEAR

Coupling of semi-Trailer is carried out by backing the special Tractor ramps under the rollers on the semi-Trailer forecarriage. As the rollers run up the ramps, they strike the robust coupling forks, moving them to the coupled position, where they are automatically and positively locked by triggers held in place by two powerful compressor springs against two rubber buffers.

Braking of the semi-Trailer is through King Pin.

Release is controlled from cab, by hand lever, vacuum, air or hydraulic, according to chassis. A special dual valve enables all brakes to be applied by Tractor foot pedal, or semi-Trailer brakes only, by hand control on steering column.

This is a tested and superlatively safe product suitable for all types of semi-Trailer fitted with retractable forecarriage 6, 8, 10 or 12 tons.



BRITISH AND FOREIGN PATENTS

TRAILERS—ALL TYPES—6,000 lb. to 100,000 lb.
STRAIGHT FRAMES · DROP FRAMES · LOW LOADING
MACHINERY · TANKERS · TIPPERS · POLE CARRIERS

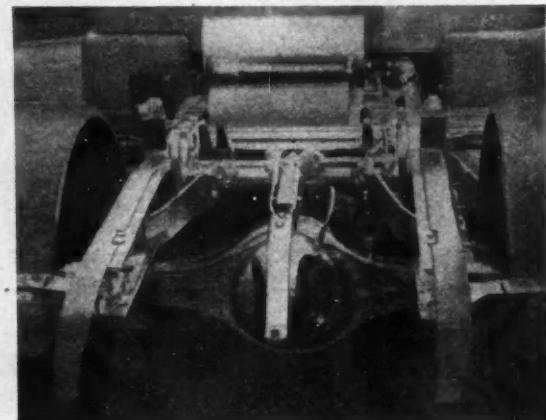
See Our
STAND

I26

Commercial Motor Show
Earls Court, 26 Sept.—4 Oct.

HANDS (LETCHWORTH) LTD., No. 1 Works, Letchworth, Herts. Tel: 1820

A4



'G' TYPE FULLY UNIVERSAL SEMI-TRAILER FORECARRIAGE

This appliance will couple to HANDS 'G' and 'Gj,' 'j' and all other makes of similar automatic tractor coupling gears.

Support wheels are automatically retracted as coupling takes place, and lowered when uncoupled; in this position they are securely locked by gravity operated catches. Large diameter turntable plates are fitted for distributing loads and for stability.

Support legs are of exceptionally robust construction. Braking and lighting systems are automatically connected when coupling takes place.

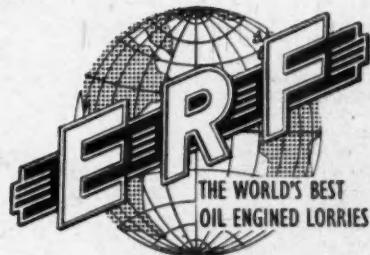
A complete range of semi-Trailers is available up to 12 tons capacity for this type of coupling.



DMJ

ALL THE BEST!

These
purveyors
of
Good Cheer
each
rely on



McEwan's of Edinburgh is among the many well-known breweries using a fleet of ERF lorries, 81 of which have been supplied altogether.



The ERF 44G lorry above is one of a fleet of 26 ERF vehicles to carry the famous Simonds products.



This ERF, one of three recently supplied to Wilsons Brewery, Manchester, has all the essentials for brewery work, including low-loading and extra roomy cab for driver and two loading assistants. A repeat order for similar vehicles has just been placed.

A few of the large fleet of ERF vehicles operated by Showerings Limited, makers of the popular Babycham, are shown here. 86 ERF lorries have now been supplied to this firm.



Among the numerous trades which use ERF vehicles to transport their products the brewing and associated industries are represented by many famous names. Just a small selection is shown here. Whatever you have to carry, you will find that ERF lorries transport the load with the highest reliability at lowest operating costs. Write for full details of the ERF range and name of nearest dealer.

ERF LIMITED • SUN WORKS • SANDBACH • CHESHIRE

Directors: D. FODEN

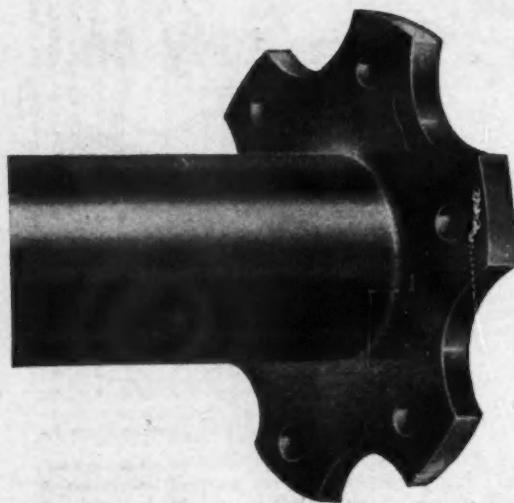
E. P. FODEN

E. SHERRATT

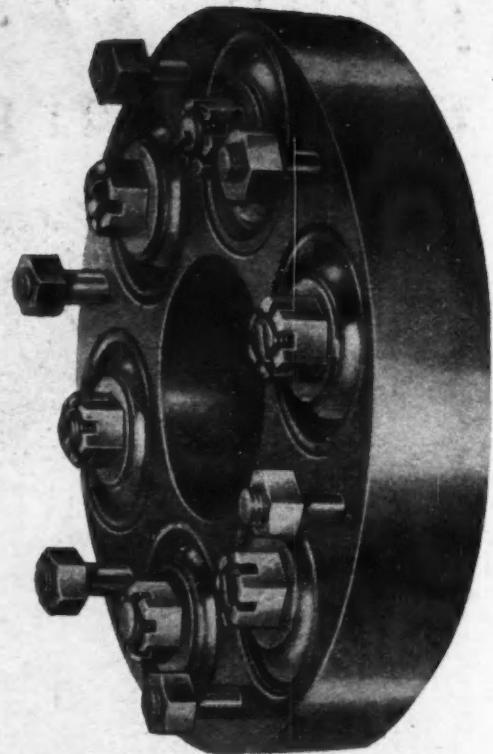
Telephone: Sandbach 223 (5 lines)

Telegrams: ERF Sandbach

**the toughest
shock-absorbing
coupling yet
devised to meet
modern needs**



The LAYRUB coupling illustrated above is in the 'six-six' range and meets the demands for a coupling having a high torque capacity where space is restricted. This type is capable of very heavy duty, and is suitable for any application which needs little articulation, but where misalignment must be accommodated. It has been very successfully employed in marine drives, locomotives, railcars, and heavy tractors.



How much rubber... what kind of rubber... what static torque, what dynamic torque will the coupling have to withstand...? LAYCOCK ENGINEERING have all the answers, because they have been anticipating future demands since the 1930's. When the suggestion of increased b.h.p. from the same litrage keeps coming up, LAYCOCK engineers are not caught unawares—the appropriate coupling exists for every newly designed vehicle; because LAYRUB designers are there at the design-board stage, anticipating the future.

LAYRUB flexible couplings

Member of the

Birfield Group

Enquiries to
LAYCOCK ENGINEERING LIMITED
Millhouses • Sheffield 8 • Telephone: Sheffield 74411

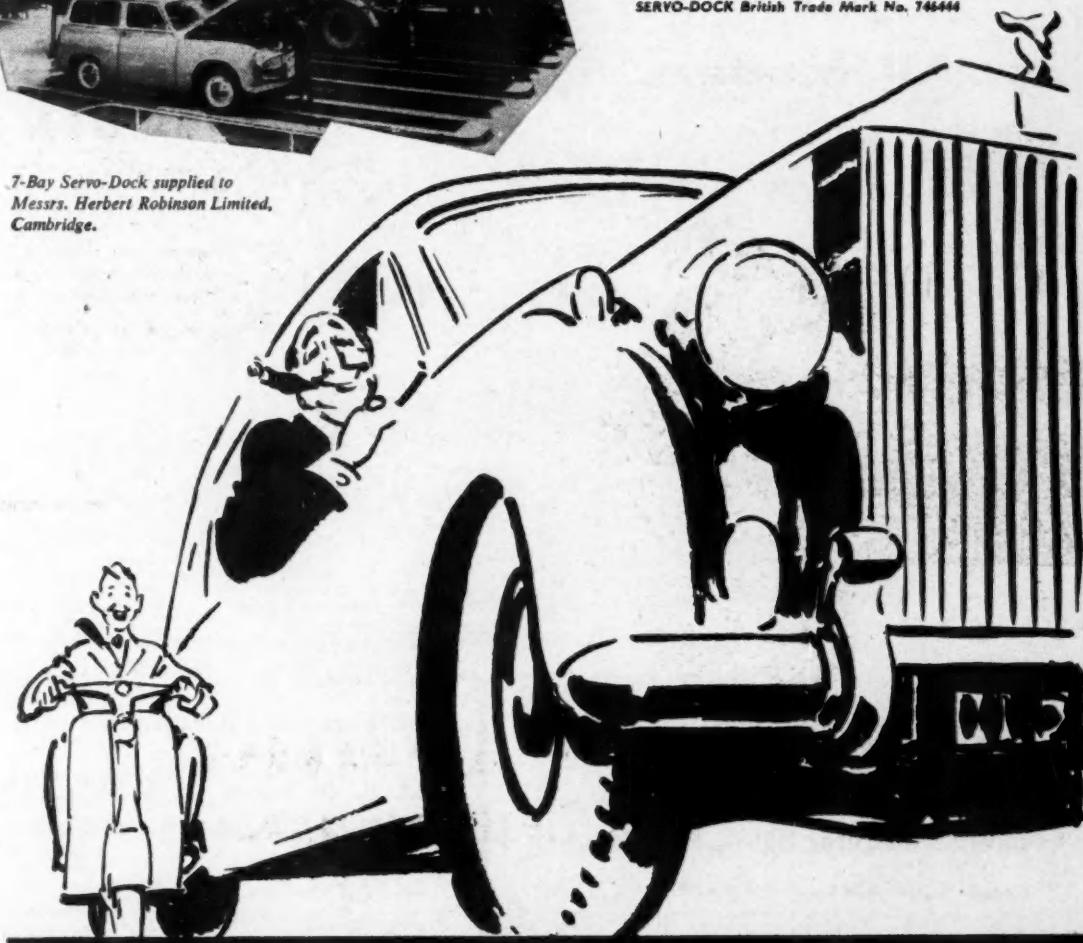
for the smallest or the largest



7-Bay Servo-Dock supplied to
Messrs. Herbert Robinson Limited,
Cambridge.

A Grill Floor can be supplied for every servicing requirement, whether it is a scooter servicing bay or a large Motor Servo-Dock. Grill Flooring provides clean, safe, non-slip surfaces, and deals with vehicles up to 32 tons. Installations are inexpensive, straightforward and free from maintenance.

SERO-DOCK British Trade Mark No. 746444



GRILL floors SERVO-DOCKS & CAR WASH-BAYS

GRILL FLOORS LTD WEST ROW NORTH KENSINGTON LONDON W10

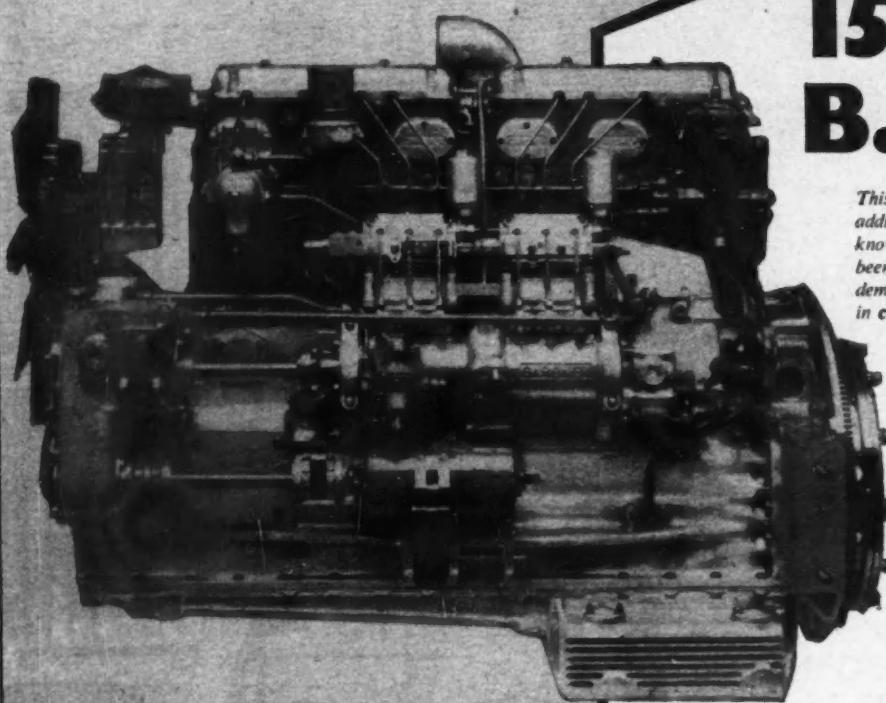
TELEPHONE: LADBROKE 3066-7 (2 LINES) TELEGRAMS: ETYLADEC WESPHONE LONDON

We have pleasure in introducing a new
lightweight, high efficiency



GARDNER ENGINE

**150
B.H.P.**



*This new engine is
additional to the well-
known LW Series and has
been produced to meet a
demand for greater power
in certain applications*

See our exhibits on Stand 298,
Avenue 'C', First Floor at the
Commercial Motor Show, Earls Court,
September 26—October 4, 1958

10.45 litres • 1,700 r.p.m.
485 lb./ft. torque
1,583 lb. dry weight • 10.55 lb./H.P.
0.330 lb./B.H.P./hr. fuel consumption

*The 6LX occupies the same
space as the 6LW engine*

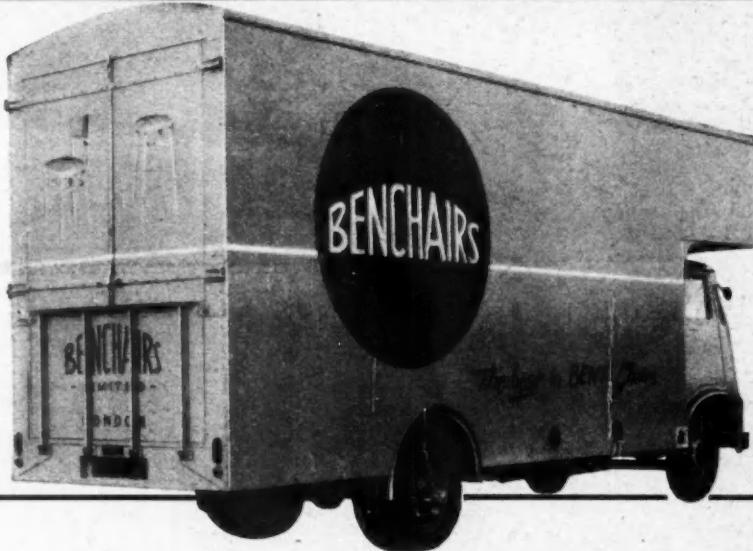
NORRIS, HENTY & GARDNERS, LTD • PATRICROFT • MANCHESTER

(Proprietors: L. Gardner & Sons, Limited)

LONDON: Abford House, Wilton Road, S.W.1 • GLASGOW: 124 St. Vincent Street, C.2

BONALLACK deliver the goods -MORE Goods

**Bonallack light alloy Luton bodies—LIGHTER,
STRONGER, cost LESS to run!**



BONALLACK Luton bodies are made from light aluminium alloys, which have a far greater resistance to shock than mild steel, yet are one-third as light. That means lower fuel consumption and less wear-and-tear on engine and tyres.

The powerfully flitched frames used in construction add to the strength of the body, by holding together like the hoops in a tube train tunnel, resisting all

tendencies of movement at the joints.

Light alloys require the minimum maintenance whatever the climate or road conditions. Eventual scrap value is considerable, too—well in excess of that for timber or steel.

BONALLACK bodies extend over the full life of the chassis. And remember—*light alloy bodies will not rot, warp or rust*.

Established 1825

BONALLACK
& SONS LTD

SALES OFFICE
40-42 Cannon Street, London, E.C.4
City 4304/8

WORKS

Nevendon Works, Basildon, Essex
Basildon 20481/91

CAR SHOWROOMS

324/328 Romford Road, Forest Gate, London, E.7
Maryland 7161/4

COMMERCIAL SHOWROOMS

268/278 Romford Road, Forest Gate, London, E.7
Maryland 7161/4

BODY REPAIR WORKS

1041 Romford Road, Manor Park, London, E.12
Ilford 5333/5

Cylinder wear is inexcusable!

Just a few of the Manufacturers and Operators who KNOW IT
and employ **CROMARD** the long-life cylinder liners



By courtesy of Hall & Co. Ltd.

With experience of 1,000 engines on
"CROMARD" over 100,000,000
miles.



By courtesy of
Lewin Road Sweepers Ltd.



By courtesy of Dodge Bros. (Britain) Ltd.



By courtesy of Ransomes & Rapier Ltd. and
The British Transport Commission.



By courtesy of Skanska Cementfabriken
AB, Sweden.

Eliminate premature overhauls—SPECIFY "CROMARD" LINERS. They are
available for many engines from stockists everywhere.

LAYSTALL ENGINEERING Co., Ltd.

53 Great Suffolk Street, London, S.E.1

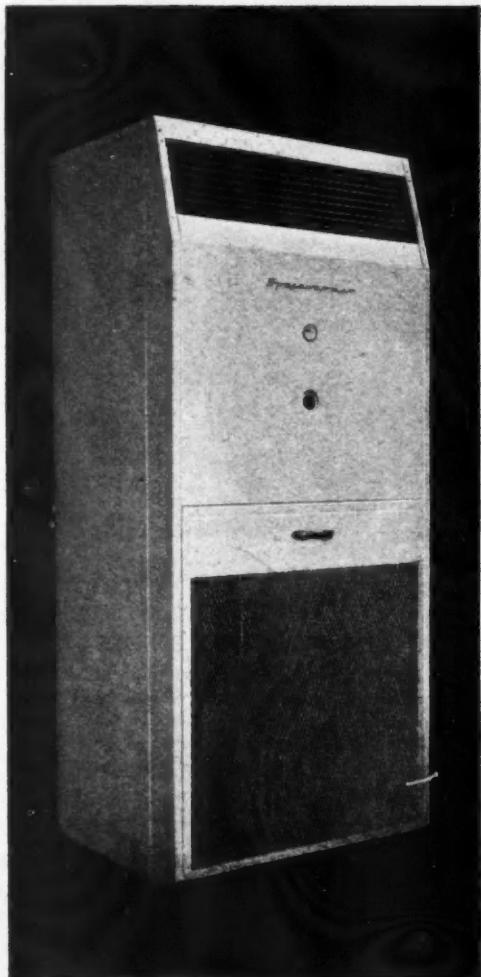
Telephone: WATERLOO 6141

all Laystall Laystall Laystall Laystall Laystall La

A new way to cut heating costs

with an automatic oil-fired industrial space heater called the

Spacewarmer



HERE IS WHAT IT CAN DO

1 Heat efficiently and cut running costs by up to 90%

A Spacewarmer spreads warm air over a floor area up to 5,000 sq. ft. (but any number of units may be installed depending on the size of your premises), and maintains a constant, even temperature throughout.

Yet it costs *under 2s. 6d. an hour* to run, on full load, and including electricity. In one case, a Spacewarmer has replaced eight gas heaters, and has cut weekly fuel costs from £50 to £5.

3 Save labour

A Spacewarmer needs no daily attention, no stoking or ash removal. It is oil-fired and fully automatic, with thermostatic control and a time clock.

... another benefit

is the Allied Ironfounders Assessment Service, which will recommend, free of charge, how many Spacewarmers you should install, and where they would be best placed.

The Spacewarmer is a result of intensive efforts by Allied Ironfounders to IMPROVE industrial heating and REDUCE the cost. It is a brand-new development, designed from the start as a modern, compact, self-contained appliance, suitable for virtually any factory, works, garage, or storehouse. If you have any doubts at all about the efficiency and economy of your present heating plant, and would like to know more about the Spacewarmer, please contact us.

2 Reduce capital outlay

Though very well built and reliable, the Spacewarmer, at £299, is among the least expensive appliances of its type. Installation costs are low because the Spacewarmer is free-standing and needs no structural alterations.



Oil Division of Allied Ironfounders Limited

Makers of cookers, boilers, fires and baths

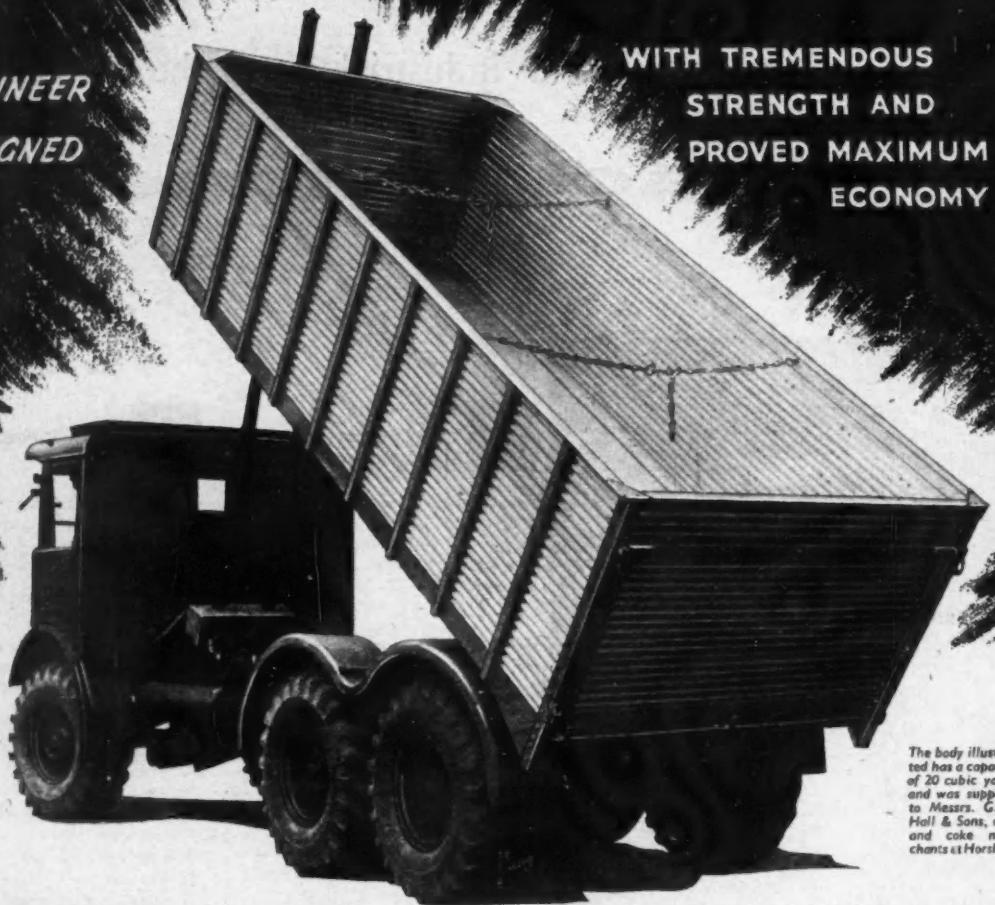
28 BROOK STREET • LONDON WI • TELEPHONE: GROSVENOR 8941



for BIG CAPACITY LOW WEIGHT TIPPERS

ENGINEER
DESIGNED

WITH TREMENDOUS
STRENGTH AND
PROVED MAXIMUM
ECONOMY



The body illustrated has a capacity of 20 cubic yards and was supplied to Messrs. G. A. Hall & Sons, coal and coke merchants at Horsham.

ATS Alloy tipper bodies can be designed to carry all types of loads. They give a large reduction in dead weight which often results in an increase of payload of over half a ton. ATS bodies do not rust, rot or absorb moisture and therefore are ideal for wet loads. In fact, with its lightness, strength, economy and low initial cost, an ATS Alloy body is an investment!

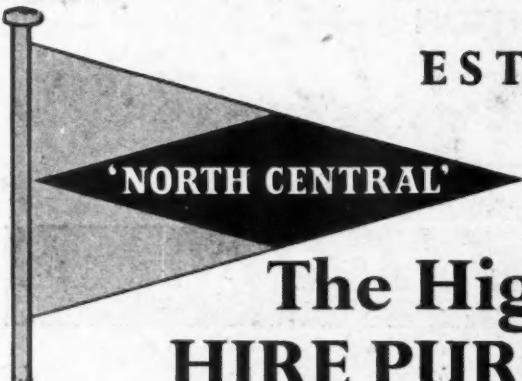


STANDARD ALLOY BODIES

Flat platform, drop sides and tippers are available for all makes of vehicles mounted on to chassis. These bodies can also be supplied in sectional or prefabricated form for rapid "on-the-spot" assembly.

Send for
details &
Quotation to

ALLOY TRANSPORT SECTIONS LTD.
YORK STREET BIRMINGHAM 17. PHONE HARBORNE 3056
Head Office: 280-282 Wheeler St. Birmingham 19



ESTABLISHED 1861

HEAD OFFICE:
120 Moorgate,
Rotherham, Yorks.
Tel: Rotherham 5841

LONDON OFFICE:
Cyprus Chambers,
Regents Park Road, N.3
Tel: Finchley 2633

The Highest Standard in HIRE PURCHASE FINANCE

For 'North Central' Service phone your proposal to:

*BEDFORD 67354
51, Bromham Road
BIRKENHEAD 4744
32, Hamilton Square
BIRMINGHAM—EDGBASTON 5388
18, Harborne Road,
Edgbaston, Birmingham 15
BIRMINGHAM—CENTRAL 1725
Ruskin Buildings,
191, Corporation Street
BOLTON 7353
24, Mawdesley Street
*BOURNEMOUTH 7200
Hinton Buildings,
Hinton Road
BRADFORD 32671
Finance House,
223, Manningham Lane
†BRIGHTON 29141
Prudential Buildings
North Street, Brighton 8
BRISTOL 20265
52, Broad Street
*CANTERBURY 3255
21, New Dover Road
CARDIFF 30758
Metropole Buildings,
3-7, The Hayes
*CHATHAM 41477/8
95-97, High Street
CHELTENHAM 2755
117, Promenade
†CHISWICK 4884
376, High Road, Chiswick
DARLINGTON 66561
3, Skinnergate
DERBY 47485
43, Wardwick
†DORCHESTER 411
23, High East Street
DUNFERMLINE 2444
60, Queen Anne Street
†DUNSTABLE 1095
133, High Street North
EDINBURGH 30565
16, Great Stuart Street
GLASGOW—CENTRAL 7976
118, Queen Street, Glasgow, C.1.
GLASGOW—DOUGLAS 3598
6, Lyndoch Street, Glasgow, C.1.

†GUERNSEY 2989
21, High Street
†GUILDFORD 67344
Turret House
Portsmouth Road
HALIFAX 67281
3, Wards End
*HASTINGS 4452
5a, Sussex Chambers,
Havelock Road
HUDDERSFIELD 8191
14, East Parade
HULL 36114
Princess Dock Chambers,
Princess Dock Side
*IPSWICH 56323/4
5, Neale Street
†JERSEY—CENTRAL 3234
Martins Bank Chambers
LEAMINGTON 1116
4, The Parade
LEEDS 30611
2, Kelso Road,
Leeds, 2.
LINCOLN 8625
16, St. Mary's Street
LONDON—FINCHLEY 2633
Cyrus Chambers,
Regents Park Road, N.3.
MAIDENHEAD 932
Spearpoint
Belmont Park Avenue
MANCHESTER—CENTRAL 2612/6
Milne Buildings,
66, Mosley Street,
Manchester, 2.
MANSFIELD 2586
63, Leeming Street
NEWCASTLE-ON-TYNE 28838
1, Ridley Place
NORWICH 21468
Burlington Buildings,
Orford Place
NOTTINGHAM 44335
26, Park Row
PORTSMOUTH 70987
107, Elm Grove,
Southsea

†PORTSMOUTH 6576
Midland Bank Chambers,
18a, London Road
PRESTON 2611
47, Corporation Street
†ROMFORD 61881
87, Western Road
SCARBOROUGH 4802
Martins Bank Chambers,
Westborough
SHEFFIELD 24708
St. Paul's Chambers,
St. Paul's Parade,
Sheffield, 1
*SOUTHAMPTON 23202
Bank Chambers,
194, Above Bar
*SOUTHEND-ON-SEA 66613
Cloister Chambers,
34, Heygate Avenue
STOKE-ON-TRENT 22194
14, Cheapside,
Hanley
†SURBITON—ELMBRIDGE 5733
52, Victoria Road
SWANSEA 53737
Park Buildings,
Park Street and Portland Street
†SWINDON 5164
9-11, High Street
TAUNTON 5245
Castle Moat Chambers,
Corporation Street
†TORQUAY 7312 AND 25413
91, Union Street
*TUNBRIDGE WELLS 314
16, Mount Pleasant
WAKEFIELD 4791
City Chambers,
38, Wood Street
WESTON-SUPER-MARE 1371
148, The Centre
WOLVERHAMPTON 20461
3, Queen Street
YORK 55455
St. Michael's Chambers,
22-24, Spurriergate

ASSETS EXCEED £24,000,000

PAID-UP CAPITAL & RESERVES EXCEED £4,000,000

NORTH CENTRAL WAGON & FINANCE CO. LTD.

Subsidiary Companies:

†THE SOUTHERN COUNTIES CAR FINANCE CORPORATION LTD.

*A. J. STANTON & CO. LTD.

†CREDIT FINANCE LONDON LTD.

6th EDITION

THE BRITISH

COMMERCIAL

VEHICLE INDUSTRY

A COMPREHENSIVE GUIDE TO ALL TYPES OF BRITISH COMMERCIAL VEHICLES



Well established as the most complete reference for World buyers of British commercial vehicles *The British Commercial Vehicle Industry* appears in its sixth edition in a smaller and more convenient form.

Completely revised and illustrated with many new photographs and technical drawings, this edition contains special sections dealing with goods, passenger, municipal and specialized vehicles, bodywork and proprietary units. Comprehensive coverage of the bodybuilding industry is provided in the directory of goods- and passenger-bodybuilders which records their products.

Among the many useful features of this volume are the sections dealing with Components, Accessories and Supplies, and Workshop Equipment in which all items are alphabetically classified. General factors and distributors of British commercial vehicle accessories are also listed. The French and Spanish translations of specification table headings and illustration captions which have proved so helpful to overseas buyers in the past have been retained and, as in previous editions, weights and measures are quoted in both English and metric units. The colour code system provides rapid identification of the main sections and the book contains a comprehensive geographical index of manufacturers' overseas plant, agents and distributors.

11½" x 8½" 342 pages. 295 illustrations. Bound in Cloth Boards.

Compiled by the Staff of *The Commercial Motor*

Price 42s. net. From Booksellers or direct from the Publishers (postage 2s. 3d.)

Temple Press Limited, Bowling Green Lane, London, E.C.1

THE GREAT NEW

GUY**INVINCIBLES**

4, 6 and 8 wheelers. Full details from your local Guy Agent.

are here!

BEDFORD
BELFAST
BIRKENHEAD
BIRMINGHAM
BRISTOL
BROUGH (WESTMORLAND)
BURNLEY
CARLISLE
CHAPEL-EN-LE-FRITH
CLITHEROE
COLCHESTER
DARLINGTON
DAWLISH
EXETER

GLASGOW
GRIMSBY
GUERNSEY (C.I.)
JERSEY (C.I.)
KINGSTON-UPON-HULL
LEEDS
LEICESTER
LEIGHTON BUZZARD
LLANDUDNO
LYDNEY
LONDON
MANCHESTER
MITCHAM
NEWCASTLE-ON-TYNE

NEWPORT
NORWICH
NUNEATON
PETERBOROUGH
SHEFFIELD
SHREWSBURY
SLOUGH
STOKE
SWANSEA
TAMWORTH
TONBRIDGE
WARRINGTON
WORCESTER
WREXHAM

GUY DISTRIBUTORS' ADDRESSES ARE ON THE FOLLOWING PAGES

THE GREAT NEW **GUY**

BEDFORD

Fred Ray Ltd.
(Head Office)
26 Cauldwell St.,
Bedford

Phone : 3257

BIRMINGHAM

(24 Hour Service)

Barker & Williams Ltd.
18-40 Cherrywood Rd.,
Bordesley Green,
Birmingham

Phone : VIC. 3394 (4 lines)

BELFAST

S. McCormick (Belfast) Ltd.
Prince Regent Rd.,
Castlereagh,
Belfast, N. Ireland

Phone : Belfast 25625

BRISTOL

Rhodyate Service
Station Ltd.
Cleeve,
Nr. Bristol

Phone : Yatton 3132/3

BIRKENHEAD

H. O. Addis & Co. Ltd.
66 Old Bidston Rd.,
Birkenhead

Phone : 2436

BROUGH

(Westmorland)

Sayers Garage (Brough) Ltd.
Brough
(Westmorland)

Phone : Brough 203

INVINCIBLES ARE HERE!

BURNLEY

T.G.B. Motors Ltd.
Spa Garage,
Junction Street,
Burnley

Phone : 2262 (3 lines)

CLITHEROE

T.G.B. Motors Ltd.
 (Main Repair Depot)
Primrose Engineering Works,
Woone Lane,
Clitheroe

Phone : 784 (4 lines)

CARLISLE

County Motors (Carlisle) Ltd.
14a Botchergate,
Carlisle

Phone : 24387/8

COLCHESTER

The Service Garages
(Eastern) Ltd.
85 East Hill,
Colchester

Phone : Colchester 2772

CHAPEL-EN-LE-FRITH

T. Rowbotham
& Sons Ltd.
Crossing Service Station
Chapel-en-le-Frith

Phone : 230

DARLINGTON

Harrowgate Hill
Garage Co.
Mayfair Road,
Harrowgate Hill,
Darlington

Phone : 2391 — After Hours 2476

THE GREAT NEW **GUY**

DAWLISH

Mannings (Devon) Ltd.
Shutterton Bridge,
Dawlish,
Devon

Phone: Dawlish 3238

GRIMSBY

R. Marshall & Sons
(Garages) Ltd.
Regal Garage,
Garibaldi St., Grimsby

Phone: 3290

EXETER

Locomotors Ltd.
86-88 Sidwell St.,
Exeter

Phone: 54923/4

GUERNSEY (C.I.)

The Motor House Ltd.
St. Julian's Avenue,
Guernsey

GLASGOW

Malcome & Allen
499 Eglinton St.,
Glasgow

Phone: South 3543/6

JERSEY (C.I.)

Jersey Garage
Newgate Street,
St. Helier,
Jersey

INVINCIBLES ARE HERE!

KINGSTON-UPON-HULL

**Northwood Motors
(Hull) Ltd.**
**George Street,
Kingston-upon-Hull**

Phone : Central 33822

LEIGHTON BUZZARD

**Fredk. Ray Ltd.
Grovesbury Rd. (Depot),
Leighton Buzzard**

Phone : 2241

LEEDS, 3

**Wheatley & Whiteley
99 Kirkstall Rd.,
Leeds, 3**

Phone : 31122

LLANDUDNO

**The Promenade
Garage Ltd.
Llandudno,
Denbigh**

Phone : 6083

LEICESTER

**Mantle & Boarland Ltd.
Chatham Street,
Leicester**

Phone : 58167

LYDNEY

**Watts (Factors) Ltd.
Lydney,
Glos.**

Phone : Lydney 292 (3 lines)

THE GREAT NEW **GUY**

LONDON, E.8

Road Transport Services
21-37 Arbutus Street,
Hackney,
London, E.8

Phone : Clissold 5920 & 4636

MANCHESTER, 3

Williams Motor Co. Ltd.
Trafford St.,
Deansgate,
Manchester, 3

Phone : Blackfriars 0679

LONDON, S.E.6

Kingsland & Sons
(Camberwell) Ltd.
246 Bromley Rd.,
Catford, London, S.E.6

Phone : Hither Green 4881

MANCHESTER, 7

Frank Needham Ltd.
Rugby Street,
Broughton Lane,
Manchester, 7

Phone : Blackfriars 3732/3

LONDON, S.E.15

Wiggs & Son Ltd.
Peckham Park Road,
London, S.E.15

Phone : New Cross 1241

MITCHAM

Locomotors Ltd.
520 London Road,
Mitcham, Surrey

Phone : 1657

INVINCIBLES ARE HERE!

NEWCASTLE-ON-TYNE, 5

K. & B. Motors
Benwell Lane,
Newcastle-on-Tyne, 5

Phone : 34863

NUNEATON

K. & F. Commercials Ltd.
26 Bulkington Lane,
Nuneaton

Phone : Nuneaton 2146

NEWPORT

Crindau Garages
Newport,
Mon.

Phone : Newport 58271/2

PETERBOROUGH

Peterborough
Engineering Co.
44 Eye Road, Newark,
Peterborough

Phone : 6161

NORWICH

Boshiers of Norwich Ltd.
Chapelfield Road Garages,
Norwich

Phone : 24184/5/6

SHEFFIELD, 12

Frecheville Garages Ltd.
Frecheville,
Sheffield, 12

Phone : 37267 (4 lines)

THE GREAT NEW **GUY**

SHREWSBURY

**Robert Jones
(Shrewsbury) Ltd.
Yockleton,
Shrewsbury**

Phone : Yockleton 2

SWANSEA

**Francis Motors,
Manselton Central Garage,
Manselton, Swansea**

Phone : 3126

SLOUGH

**Hardings Garages Ltd.
Ledgers Road,
Slough, Bucks.**

Phone : Slough 25653

TAMWORTH

**Mayfair Garage,
Coleshill Road,
Fazeley, Tamworth**

Phone : Tamworth 1396/7

STOKE

**Beech's Garage
(Hanley) Ltd.
Hope Street,
Hanley, Stoke**

Phone : 5249

TONBRIDGE

**Arnolds (Branbridges)
Ltd.
Paddock Wood,
Tonbridge**

Phone : East Peckham 274

INVINCIBLES ARE HERE!

WARRINGTON

**North Cheshire
Motors Ltd.
Brookside Garage,
Woolston,
Nr. Warrington**

Phone: Warrington 33271



WORCESTER

**Barneshall Garage Ltd.
Bath Road,
Worcester**

Phone: Worcester 4461/2

WREXHAM

**Rhostyllen Motor Co.
Rhostyllen,
Nr. Wrexham**

Phone: Wrexham 2496

GUY

*for longest life
and lowest
running costs*

**GUY MOTORS LTD.
WOLVERHAMPTON**

REDEX SAVES FUEL AND STEPS UP MILEAGE like this

	M.P.G. WITHOUT REDEX	M.P.G. WITH REDEX	EXTRA M.P.G.
PETROL			
MORRIS VAN	9.2	10.3	1.2 miles in every 100
ALBION	18.5	21.3	1.5 miles in every 100
BEDFORD	12.2	14.2	1.6 miles in every 100
DIESEL			
BEDFORD P.6	16.6	18.8	1.2 miles in every 100
AUSTIN B.M.C.	23.3	26.7	1.4 miles in every 100
FORD THAMES	22.1	26.3	1.9 miles in every 100

There's no argument or doubt about it. The figures prove that REDEX saves vital fuel—and will do the same for you, whatever type of cars, vans or lorries you operate. Savings can run as high as 20%—stretching your vital supplies to their absolute maximum, and incidentally, cutting running and maintenance costs. Don't delay—get in touch with "REDEX", 365 Chiswick High Road, Chiswick, London, W.4, who will give you full details about the special comprehensive scheme for fleet owners and will arrange for a FREE conversion of one of your vehicles.

REDEX makes every gallon do more

REDEX (DEPT CM) 365 CHISWICK HIGH RD, LONDON, W.4.
Telephone: CHiswick 6844

A24

next week in



Next week's issue will include the first description of an exciting new high quality car — with a sporting performance — by a famous British concern.

The Road test will be on the Austin A55 Saloon, with the optional central gear change.

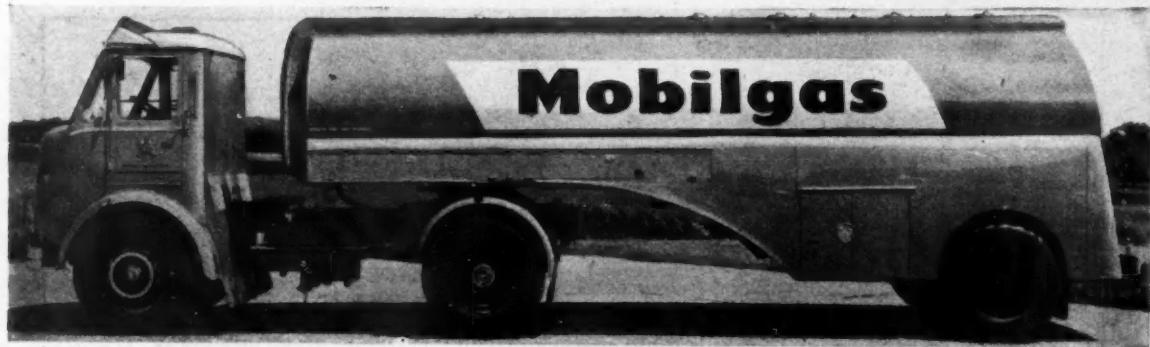
Interest for racing enthusiasts will be provided by a full report of the Portuguese Grand Prix at Oporto — the next round in the Championship struggle.

There will also be the fifth instalment of "Overland to China," and all our regular features.

Place a regular order with your Newsagent now



WEDNESDAYS — ONE SHILLING



METERED DELIVERY

Beneath the clean lines of the 2,400 gallon trailing tanker shown above lie the various devices for enabling this all-purpose vehicle to carry variable loads of diesel oil or petrol. The various compartments of different sizes enable a selection to be made of various capacities for a suitable mixed but uncontaminated load and provision is also made for all spirit to be metered and for all diesel fuel to be pumped through separate outlets. Powered by an AEC Mercury and rolling on Carrimore Trailing Gear this handsome vehicle gives a dashing new look to British tanker transports. Below, the orthodox 4,000 gallon spirit tanker mounted on a Leyland Octopus does the hard work of sheer bulk carrying. The trend is for larger and still larger road vehicles and so there develops an even greater need to approach a company well established in the study of wheel weights, safety factors and all aspects of heavy road haulage. It pays to consult the Steel Barrel Co. Ltd., for only they are Chassis Tank and Fueller specialists. Phone us at Uxbridge 8535.

BULK DELIVERY

THE STEEL BARREL CO LTD
UXBRIDGE · MIDDLESEX · ENGLAND

THE STEEL BARREL CO LTD
UXBRIDGE · MIDDLESEX · ENGLAND





Ford 3-ton chassis and cab with Sparshatt patent insulated "container-in-body" with superfreeze door and outside roller shutter.

One of the many insulated and refrigerated vans built for Mudds of Grimsby for the delivery of fresh frozen foods.

(INSULATED CONTAINER TO OUR REG. DESIGN. PATENTS PENDING)

J. H. SPARSHATT & SONS, LTD.
108-110 BELLENDEN ROAD, PECKHAM, LONDON, S.E.15

ALSO AT PORTSMOUTH — SOUTHAMPTON — CHICHESTER and RYDE, I.O.W.

SPARSHATT'S

LEAD your trade-
WITH A **THAMES**
TRADE



FOR FACTS AND FIGURES ABOUT THE TRADER
RANGE * 30 CWT. TO 10 TONS —

***Ask DAGENHAM MOTORS**

TO DEMONSTRATE to you with your load under your operating

conditions.

*For lighter loads there are
THAMES 5 cwt., 7 cwt., 10/12 cwt.
and 15 cwt. VANS.

FORD
DISTRIBUTORS

COMMERCIAL VEHICLE SALES

374 EALING ROAD • ALPERTON • MIDDLESEX
PERIVALE 3388

August 22, 1958

THE COMMERCIAL MOTOR

2

the
BIG 5 by
DAVIES



The
Best
by Miles



DAVIES TYRE CO. LTD. DAVIES WORKS, THE HYDE, LONDON, N.W.9

NRP 5576

A.27

Specialists in all types of bodywork

Just two of the many built by Jennings, the firm with 200 years experience. Bodies of composite and all alloy construction to suit all trades.

Send us your enquiries, which will receive our best attention.



Television Links Van

Horse Box



J. H. JENNINGS & SON LTD
Sandbach 1 Cheshire Telephone: 262/3

SEE OUR EXHIBITS ON STAND NO. 28 AT THE EARLS COURT COMMERCIAL MOTOR SHOW, 26th Sept.-4th Oct.

REMEMBER YOUR THREE 'Rs'-

Readin' 

'Ritin' 

and

Raybestos
TRADE MARK REGISTERED THE RAYBESTOS CO.

BRAKE LININGS CLUTCH FACINGS & FAN BELTS

AVAILABLE FROM

Raybestos



STOCKISTS

RAYBESTOS-BELACO LTD.

EVERITE HOUSE, SOUTHWARK STREET, LONDON, S.E.1

Telephones: WATerloo 7031/4 & 3842/7

EXCLUSIVE DISTRIBUTORS OF RAYBESTOS PRODUCTS IN THE EASTERN HEMISPHERE

4428

A28

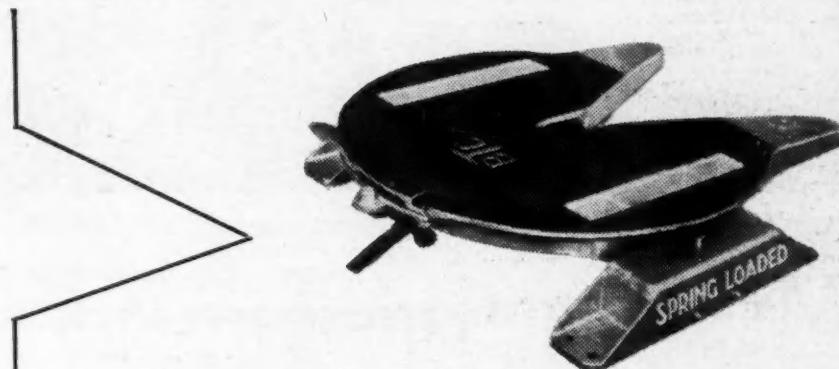
Modern Transport **DEMANDS . . .**



S.A.E Automatic COUPLING

(SINCE 1945)

the most efficient Semi-Trailer Coupling made



SAFETY

STABILITY

SECURITY

SIMPLICITY

- ★ Exclusive spring-loaded coupling. Absorbs all starting and stopping and over-run strains reducing wear and tear on tractor to a minimum.
- ★ Locks on the largest diameter of the King Pin.
- ★ Independent double-action steel locking jaws bearing against the cast steel body of the coupling.
- ★ Uncoupled by positive safe single action release.
- ★ Automatic return-trip catch for one-man operation.
- ★ Large diameter single-piece cast-steel main plate fully machined and immensely strong pivoted on full-width cross-shaft.
- ★ No alteration to chassis.
- ★ Distributes the load evenly over the tractor chassis. Mounting frame tailored to individual chassis with lead-on ramps.

BRITISH TRAILER COMPANY LTD.

HEAD OFFICE

Phoenix Works, Richmond Road,
TRAFFORD PARK, MANCHESTER, 17
Tel: TRAfford Park 0865. Telex 66-250
Grams: TRUKANTRAK, Manchester. Telex

LONDON

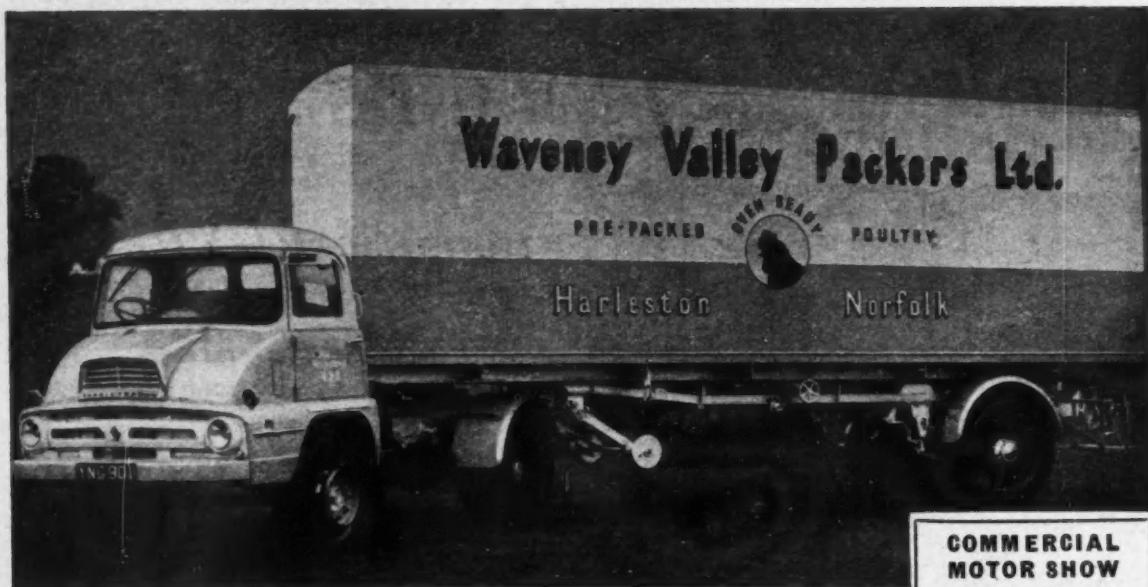
39 Charterhouse Square,
LONDON, E.C.1
Tel: Monarch 4270 & 4279. Telex 23184
Service Depot: 198 Acton Lane, N.W.10

LIVERPOOL

Graham Works,
KIRKBY TRADING ESTATE, LIVERPOOL
Tel: Simonswood 2126
Grams: TRUKANTRAK, Liverpool

AREA OFFICES

GLASGOW
BIRMINGHAM
LEEDS
BRISTOL



Insulated Container specially built
for Waveney Valley Packers Ltd. by

MANN EGERTON
& CO LTD

Specialists in the construction of
REFRIGERATED & INSULATED TRANSPORT

**COMMERCIAL
MOTOR SHOW
STAND No. 40
EARLS COURT
Sept. 26 — Oct. 4**

5 PRINCE OF WALES ROAD, NORWICH • TELEPHONE: NORWICH 20481 • TELEX: 1710

**It's quicker & easier
to work on a clean job.**

Time-wasting struggles with dirty, greasy parts and assemblies can easily be eliminated from your repair shop. SOLVEX removes all oil, grease and dirt from metal quickly, easily and without the need for special equipment. Write for sample and literature.

Solvex
REGISTERED TRADE MARK

CLEANING & DEGREASING COMPOUNDS

FLETCHER MILLER LTD., ALMA MILLS, HYDE, CHESHIRE.
Telephone: HYDE 3471 (5 LINES) Telegrams: EMULSION, HYDE

5/-



6 GOOD REASONS

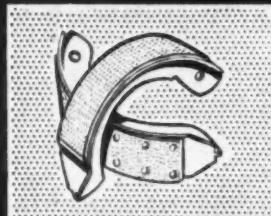
FOR FITTING GIRLING REPLACEMENT SHOES



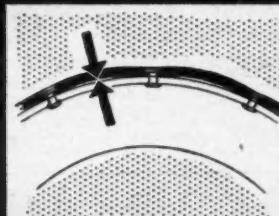
1 Girling replacement shoes are inspected to the standard of original equipment



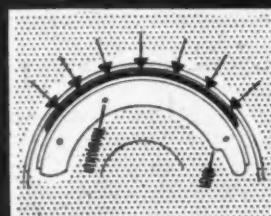
4 They save you garage time by being perfectly simple to fit



2 They are correctly riveted or bonded and precision ground to specified contours



5 They ensure that the lining fits tight to the shoe platform and so avoids this kind of gapping



3 They bed down quickly to full contact area and give highest efficiency braking in minimum time



6 They are your assurance that your vehicle braking is as good as new

**Don't reline—replace with
GIRLING FACTORY LINED
REPLACEMENT BRAKE SHOES**

GIRLING

THE BEST BRAKES IN THE WORLD

GIRLING LIMITED • KINGS ROAD • TYSELEY • BIRMINGHAM 11

For bulk handling of essential liquids. Butterfield Road Tanks give excellent service in the collection and distribution of all liquids which call for bulk transport by road. Foodstuffs, chemicals, oils, spirits, beer, all are carried in bulk with the utmost economy by these robust Road Tanks. Built to your specification in Stainless Steel, Mild Steel, Aluminium and Nickel.



economy by these robust Road Tanks. Built to your specification in Stainless Steel, Mild Steel, Aluminium and Nickel.

The call is for

Butterfield
ROAD TANKS

W. P. BUTTERFIELD LIMITED, P.O. BOX 38
SHIPLEY, YORKSHIRE. Telephone 52244 (9 lines)

BRANCHES:—LONDON: Telephone HOLborn 2455 (4 lines). BIRMINGHAM: Telephone EAS 0871 and 2241. BRISTOL: Telephone 27905. LIVERPOOL: Telephone CENTRAL 0829. MANCHESTER: Telephone BLACKfriars 9417. NEWCASTLE-ON-TYNE: Telephone 23823. GLASGOW: Telephone CENTRAL 7696. BELFAST N.I.: Telephone 57343. DUBLIN: Telephone 73475 & 79745



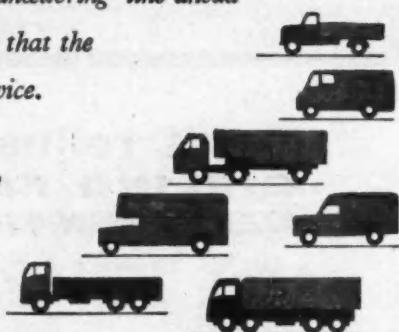
Please pay us a visit...
STAND No. 123

Attention all units of the fleet!



For cruising in open country, or manœuvring 'line ahead' in town, FINA Motor Oils ensure that the engines of your fleet give silent service.

Complete engine protection and longer life, fewer overhauls, and faultless performance are features of



FINA

MOTOR OILS

Full details on application to:

PETROFINA (Gt. Britain) LIMITED
25 Victoria Street (South Block) London, S.W.1

Tel: Abbey 7822



TIPPING GEARS?

When the time comes for replacement tippers, it's worth remembering that, in the Edbro - B & E range, you have the widest choice, both of gear and body, from the lightweight to the heaviest of the heavy brigade. Remember, too, that they are fitted as standard by the majority of British chassis manufacturers, so, if your exact requirements are known, they can be ordered fitted to the vehicle. If in any doubt, consult our experts—you can rely on their advice and service. In the meantime, may we send you our 'Manual on Tipping,' also leaflet OPT.58 on Power Take-offs?

EDBRO - B & E tipping gears & bodies

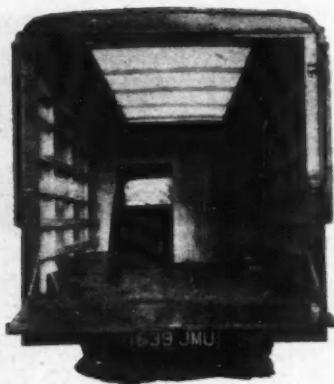


EDBRO-B & E TIPPERS LTD., QUEBEC ST., BOLTON Tel.: Bolton 5210 (6 lines). Grams: Edbro Bolton

Sales Division of Bromilow & Edwards Ltd., Edwards Bros. (Tippers) Ltd., Movable Floors (Vehicles) Ltd., Wood Hoists Ltd.
LONDON DEPOT: 264 GOLDHAWK ROAD, SEVEN STARS, SHEPHERD'S BUSH, W.12 Tel.: SHEPHERD'S BUSH 1045

The popular Wycombe Junior

Adaptable any make of chassis



Designed and built by Gregory's for bulk loads, capacity up to 350 cubic feet. Whatever your transport requirements Gregory's can supply the vehicle. For full specification write to head office.

Gregory's
LTD.
MAIDENHEAD UXBRIDGE HIGH WYCOMBE

53 High Street, Uxbridge, Middlesex.
Telephone : Uxbridge 6432/5.

NOW READY

A New and Revised Edition of

WHO'S WHO IN THE MOTOR INDUSTRY

*Published in association with "The Motor" and
"The Commercial Motor"*

Edited by F. J. Findon

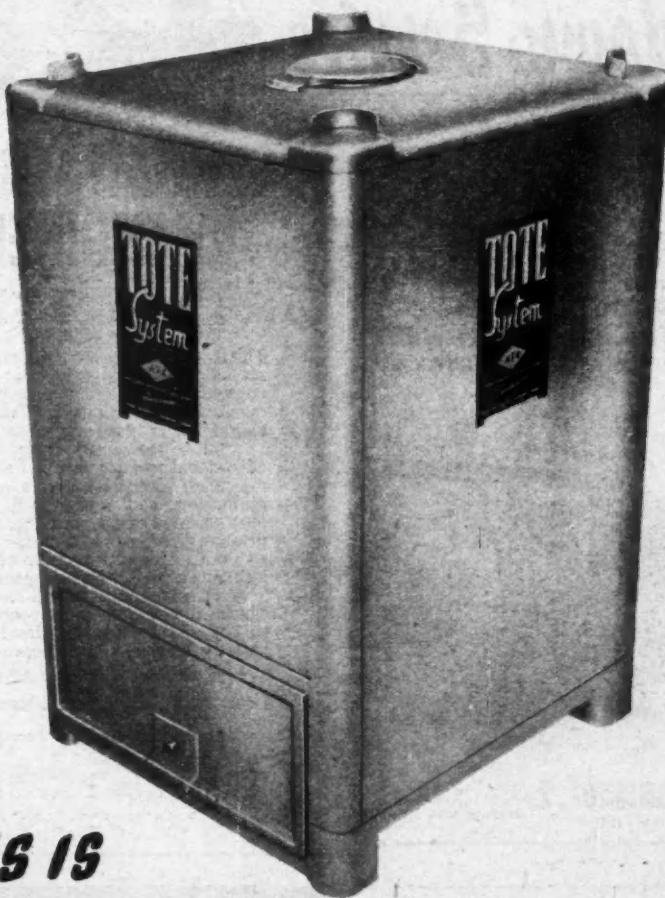
This completely revised Third Edition of *Who's Who in the Motor Industry* is both an informative guide to the structure of the British Car and Commercial Vehicle Industries and an up-to-date directory of people prominently engaged in these Industries, their allied distributive trades, and in the wider spheres of the Organizations, Associations, Learned Bodies and Motoring Clubs which together constitute the British Automotive World.

Third Edition, 544 pages, Ds. 8vo. Cloth Boards & Guide Cards

42s. net, by post 43s. 9d.

From Booksellers or direct from the Publishers

TEMPLE PRESS LIMITED, Bowling Green Lane, London E.C.1



THIS IS

the TOTE BIN

which can handle YOUR MATERIALS
efficiently and hygienically
without product loss or contamination



May we send you an Illustrated Description of the Complete System

PRESSOTURN LTD. • Leamington Spa, Warwickshire

Telephone: Leamington Spa 7056/7

Breakdown Service



BRISTOL 2-

Alma Garages



(BRISTOL) LTD.
for **UNLIMITED**
BREAKDOWN & RECOVERY
SERVICE in the SOUTH-WEST

for A.E.C., MAUDSLAY, CROSSLEY, GUY, B.M.C.
AND FORD



74 FEEDER RD., BRISTOL, 2 Phone Day and Night
Bristol 77667 and
Weston S.M. 3521
24-HOUR SERVICE

NEWCASTLE

NEWCASTLE (STAFFS) MOTOR COY. LTD.

Newcastle Rd., Trent Vale, Stoke-on-Trent
FOR HEAVY BREAKDOWN DUTIES

★
Commer/Karrier Distributors
Satisfaction Guaranteed

★
ALL TYPES OF REPAIR UNDERTAKEN
24-HOUR SERVICE

Phone 64621/2/3
After hours 66319
and
Keele Park 249

HEREFORD

PRAILLS (HEREFORD) LTD.

HOLMER RD., HEREFORD

Phones

4221-6

24-HRS. SERVICE
HEAVIEST BREAKDOWN EQUIPMENT IN THE WEST

KIDDERMINSTER

24-HOUR HEAVY BREAKDOWN SERVICE

Phone: Day—Kidderminster 2293
Night—Stourport 2073 or Bewdley 2325

FRANCHE ROAD GARAGE, KIDDERMINSTER

THE ROAD TRANSPORT ENGINEER

Edited by G. Mackenzie Junner, Editor of
"The Commercial Motor"

This is the first book of its kind to deal with the specialized training and work of the engineer concerned with the maintenance, repair and overhauling of commercial vehicles for goods and passenger transport.

The contents range from technical, educational requirements and an outline of basic principles, to the economics of road transport engineering, and cover vehicle and fleet maintenance, workshop and garage layout, the principles of store-keeping, insurance, road transport law and a number of related subjects, including a chapter on management.

The result is a well-illustrated textbook which will meet the requirements of new entrants to, and of those persons already engaged in the industry who wish to improve their knowledge and prospects of promotion.

Demy 8vo., Cloth Boards, Illustrated 21s. net

Obtainable from Booksellers or direct from the Publishers (Postage 1s.)



TEMPLE PRESS LIMITED

BOWLING GREEN LANE, LONDON E.C.1, TERMINUS 3436

SOUTH WALES HEAVIEST BREAKDOWN SERVICE

LORRY MOUNTED 5 TON COLES CRANE FOR HEAVY
RECOVERY SERVICE.
A.E.C. MATADOR 4-WHEELED
BREAKDOWN CRANE.

**LATE NIGHT
RECOVERY SERVICE**



ROSS GARAGES
(SALES) LIMITED

PENARTH ROAD, CARDIFF.
Phone: Cardiff 24671 (5 lines).

SWANSEA & PORT TALBOT

JEFFREYS COMMERCIAL
MOTORS

HEAVY AND LIGHT BREAKDOWN SERVICE

NEATH ROAD

Phone: 7228 & 71859

BEVERLEY STREET

Phone: 2292

SWANSEA

PORT TALBOT

BIGGLESWADE

R. A. JORDAN LTD
DENNIS DISTRIBUTORS

Heavy Breakdown Service
Including Power Winch

IVEL WORKS
BIGGLESWADE
BEDS Phone 2265



And DURAMIN meant increased payloads as far as Howards of Ruislip were concerned. That's true for the whole range of DURAMIN Tipping

Bodies. In every case the extreme lightness of Duralumin light-alloy means a tremendous saving in weight—and hence increased payloads. DURAMIN Tipping Bodies are light AND STRONG—with the strength that can only come from fully heat-treated Duralumin—the toughest and strongest of all light alloys. Bodies by DURAMIN—the pioneers and perfectionists in light alloy construction—will give you years of trouble-free, economic service.

This 7 cu. yd. End-Tipper is 11' 5" long and really light. It is mounted on a Leyland 'Comet' chassis.

Floor of $\frac{1}{8}$ " Duralumin plate for extra toughness. Body weight (excluding Anthony Hoist ST.7 tipping gear and steel sub-frame): 8½ cwt.

Duramin, LIGHT-ALLOY BODIES

DURAMIN ENGINEERING COMPANY LIMITED, STONEFIELD WAY, RUISLIP, MIDDLESEX
Telephone: Ruislip 3322 Telegrams: DURAMIN, RUISLIP
Also at: Harbour Road, Lydney, Glos. Telephone: Lydney 208





When we introduced the Dagenite TPG range of commercial vehicle batteries, many of you transport chaps raised your eyebrows. These new batteries—so much smaller, so much lighter—could they possibly do the work? Could they possibly start a stiff and stubborn engine on a cold and frosty morning? By thunder they could! Because they're tough, these batteries—tough and Dagenite dependable! Smaller and much lighter, yes, but sturdy and durable. And the Porvic separators make sure that you get the full, long life from the plates. Yes, you save all round with a Dagenite TPG commercial vehicle battery—weight, space, and money! And our sales show that you chaps know it!

Dagenite

TPG COMMERCIAL VEHICLE BATTERIES

Available in 6 or 12 volt units assembled in hard rubber containers or hard wood trays.

*Smaller, lighter—
yet a longer run for your money!*

D.108

HOLSUN BATTERIES LTD., 137 VICTORIA STREET, LONDON, SW1
B6



CHAPMANS
*leading
manufacturers
of adjustable
seats for all
commercial
vehicles*



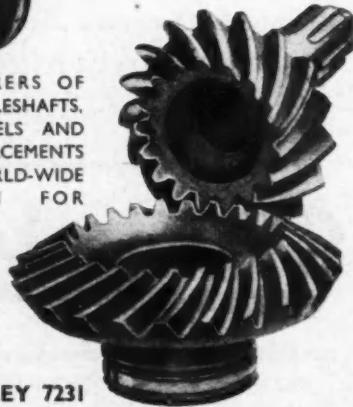
A. W. CHAPMAN LTD.
RANELAGH GARDENS • FULHAM • LONDON • S.W.6
Telephone: Renown 1372 Telegrams: Leveroll, Wesphone, London

THE REGENT AXLE CO. LTD.

P.O. BOX 25
MARLES STREET
BURNLEY, LANCs



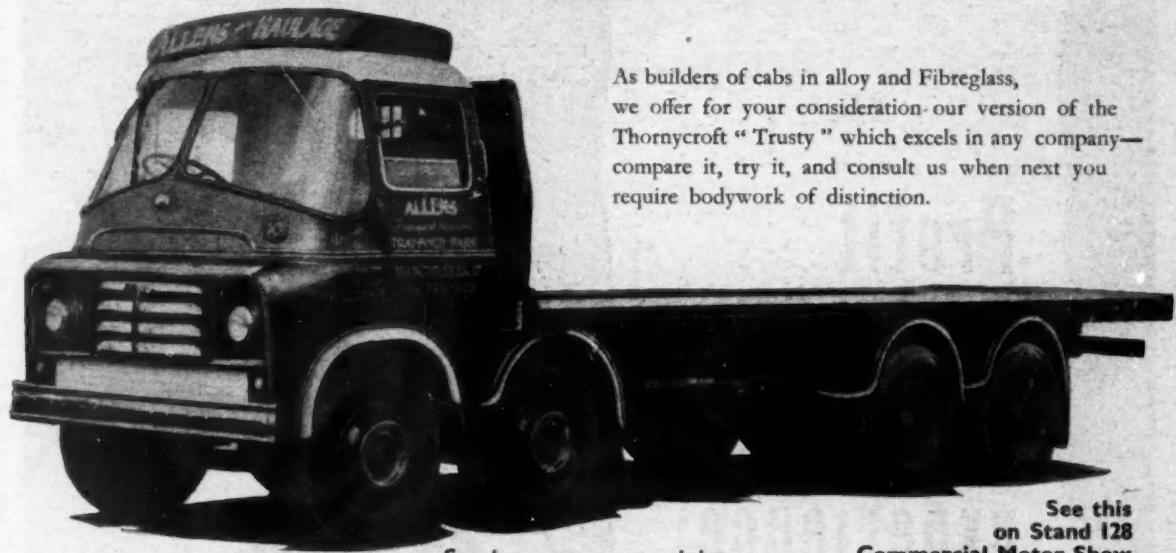
MANUFACTURERS OF
"REGENT" AXLESHAFTS,
CROWN WHEELS AND
PINIONS, REPLACEMENTS
WITH A WORLD-WIDE
REPUTATION FOR
QUALITY



Phone BURNLEY 7231

BOALLOY

REGD.



As builders of cabs in alloy and Fibreglass, we offer for your consideration our version of the Thornycroft "Trusty" which excels in any company—compare it, try it, and consult us when next you require bodywork of distinction.

See this
on Stand 128
Commercial Motor Show

Send us your enquiries

BOWYER BROS. (CONGLETON) LTD.
WEST HEATH · CONGLETON · CHESHIRE Telephone: 33

INDEX TO ADVERTISERS

Name	Page	Name	Page	Name	Page
A		F		N	
Abboflex, Ltd.	82	Ferraris of Cricklewood, Ltd.	82	National Benzole Co., Ltd.	49
A.C.V. Sales, Ltd.	Front Cover	Firestone Tyre & Rubber Co., Ltd.	44	Neale, James, & Sons, Ltd.	81
Allied Ironfounders, Ltd.	11	Fletcher Miller, Ltd.	30	Newcastle (Staffs) Motor Co., Ltd.	36
Alloy Transport Sections, Ltd.	12	Franchise Road Garage	36	Normand, Ltd.	80
Alma Garages (Bristol) Ltd.	36	G		Norris, Henty & Gardners, Ltd.	8
Atkinson Vehicles, Ltd.	52	Girling, Ltd.	31	North Central Wagon & Finance Co., Ltd.	13
B		Goodyear Tyre & Rubber (Great Britain), Ltd.	48	P	
Birfield Industries, Ltd.	6	Gregorys of Uxbridge, Ltd.	34	Perkins, F., Ltd.	40
Bonaliack & Sons, Ltd.	9	Grill Floors, Ltd.	7	Petrofins (Great Britain), Ltd.	32
Borg & Beck Co., Ltd.	Back Cover	Guy Motors, Ltd.	51	Power Petroleum Co., Ltd.	43
Bowyer Bros. (Congleton), Ltd.	39	Guy Motors, Ltd.—Distributors	15-23	Praille (Hereford), Ltd.	36
Boyes, W. J., & Son, Ltd.	81	H		Presscurn, Ltd.	35
Boys, Henry, & Son, Ltd.	79	Hands (Lechworh), Ltd.	4	R	
Breakdown Section	36	Holmes (Preston), Ltd.	3	Raybestos-Belaco, Ltd.	28
British Trailer Co., Ltd.	29	Holstun Batteries, Ltd.	38	Regent Axle Co.	38
Butterfield, W. P., Ltd.	32	J		Restall Bros., Ltd.	80
C		James, W. G., Ltd.	81	Robinson, L., & Co. (Gillingham), Ltd.	34
Cape Asbestos Co., Ltd., The	Inside Back Cover	Jeffreys Commercial Motors (Swansea), Ltd.	36	Ross Garages (Sales), Ltd.	36
Chapman, A. W., Ltd.	38	Jennings, J. H., & Son, Ltd.	28	K	
Commer Cars, Ltd.	1	Jordan, R. A., Ltd.	36	Keith & Boyle (London), Ltd.	82
D		L		Laystall Engineering Co., Ltd.	10
Dagenham Motors, Ltd.	26	M		Mann Egerton & Co., Ltd.	30
Davies Tyre Co., Ltd.	27	Matthews, H., Ltd.	79	Mitchell, L. A., (Motors), Ltd.	80
Dunlop Rubber Co., Ltd.	2	Mobil Oil Co., Ltd.	47	Morris Commercial Cars, Ltd.	41
Duramin Engineering Co., Ltd.	37	Myers, Wayne V., Co., Ltd., The	24	Myers, Wayne V., Co., Ltd., The	41
E		T		T.G.B. (Motors), Ltd.	80
Ebro-B. & E. Tipplers, Ltd.	33	Thompson Bros. (Engineers), Ltd.	81		
E.R.F., Ltd.	5	T.I. Aluminium, Ltd.	50		
		Tyresoles, Ltd.	42		
		W		Westinghouse Brake & Signal Co., Ltd.	82

Profit by experience

The experienced transport operator knows that it pays to fit genuine Perkins Spares.

Look out for this sign known the world over as the symbol of Perkins Diesel Service.

Write for details of the Perkins Perpetuity Plan



...FOR VEHICLE, AGRICULTURAL,
INDUSTRIAL AND MARINE APPLICATIONS

F. PERKINS LIMITED • PETERBOROUGH • PHONE: PETERBOROUGH 3741



IT PAYS TO FIT ONLY GENUINE PERKINS SPARE PARTS

Editor :
G. MACKENZIE JUNNER,
F.R.S.A., M.I.Mech.E., M.I.R.T.E.,
M.I.N.T.M.

Assistant Editor :
A. E. SHERLOCK-MESHER,
F.R.S.A.

Technical Editor :
JOHN F. MOON,
A.M.I.R.T.E., A.S.A.E.

THE COMMERCIAL MOTOR

Largest and Most Influential Circulation

PROPRIETORS:
TEMPLE PRESS LIMITED

CHAIRMAN AND MANAGING DIRECTOR:
ROLAND E. DANGERFIELD

August 22, 1958

Head Office:
Bowling Green Lane, E.C.1.
Telephone: Terminus 3636.
Telex: 23839.
Cables:
"Telex: 23839=Premius London."
and at
Birmingham,
Coventry,
Manchester,
Glasgow.

Annual Subscription Rate: £3 10s
U.S.A. and Canada: \$10.00

For Future Reference

ELLIMINATING rounds of the Lorry Driver of the Year Competition will close on Sunday with the event at Plymouth, and it will then be possible to consider the experience gained this year in running local heats at 10 centres. Faults have appeared which must be eradicated before next year, when the competition is likely to be even more widespread, with, perhaps, 15 eliminating rounds.

It is a matter for regret that some of the failings of this year's contest were foreseen by *The Commercial Motor* as long ago as September 30, 1955, and should, therefore, not have occurred. It is evident that there must be a greater readiness on the part of the governing body to govern, which implies also willingness by local organizers—whose representatives form the bulk of the national committee—to accept closer discipline from above.

Rules require to be drafted with greater precision, so that they are capable of only one meaning, and must be more detailed. In particular, the clause dealing with disqualification needs to be reconsidered carefully. In its present phrasing it is open to misconstruction by over-zealous marshals and may have discouraged competitors whose failings would more appropriately have been penalized by a deduction of marks. There can be no greater deterrent to enthusiasm than complete disqualification for a technical breach in one test.

Blueprints for Tests

Another obvious need is for the exact prescription by the national committee of the dimensions of obstacles and test courses. It would not take long to prepare the information and to make blueprints, which could be circulated to all local organizers. Had this been done, there would have been no question in this year's contest of competitors being expected to do the impossible.

Local centres must be told that any test in which the time element is used for any purpose other than to decide a tie is forbidden. Operators cannot be expected to lend expensive vehicles to exercises that damage tyres and cause unnecessary stress on chassis and bodywork. Apart from this consideration, the contest is intended to promote safety, and speed trials are out of place.

Greater uniformity in marking is another requirement.

Some of the Questions that the Drivers' Competition Organizers Must Settle Soon

Ostensibly, standards are laid down in the national rules, but local variations have been imported and it has been impossible for competitors from various centres to compare marks. A study of the points lost (or gained) suggests that in some rounds the standard of driving was much higher than in others, which may not necessarily have been the case.

Disagreement Over Classification

Some of the members of the national committee and, indeed, the competitors, are dissatisfied with the present classifications of vehicles by length. It cannot be pretended that they are ideal, but to ensure complete justice for everyone would call for such a multiplicity of categories that the number of entries in each would reduce the contest to a farce. Rough justice is the most that can be expected, but Class E, which is at present for vehicles over 25 ft. long, may require some slight revision.

It takes in vehicles ranging from long-wheelbase four-wheeled pantechnicons to eight-wheeled tankers, and on the surface seems unduly to penalize certain entries. The injustice may be more apparent than real, but an improvement might be made by increasing slightly the maximum overall length in Class D.

The extent to which wheelbase influences manoeuvrability is another question for consideration. It might be possible to devise a formula which took account of both wheelbase and overall length, and to classify entries accordingly.

Since maintenance competitions were introduced as an optional feature of the event, a steady improvement in the condition of vehicles has been noted. In some centres it has now become necessary, in order to mark entrants, to take into consideration small faults that would in the past have been allowed to go unrecorded. There is, consequently, a growing opinion that the judgment of maintenance should be made an integral part of the competition, so that the widest benefits may be gained.

These are some of the problems that face the national organizers when they consider the programme for next year. The ultimate expansion of the competition may well depend on their solutions.

Blotted Copy-books

ALTHOUGH commercial-vehicle drivers are rightly regarded as the knights of the road, some of them indulge in practices that do not reflect wholly to their credit. Close-convoy driving is one of them. This is a selfish use of road space which may cause serious accidents.

Four heavy lorries driven in close formation cover about 60 yd., which means that a following vehicle, unless it possesses exceptional acceleration, requires a clear distance ahead of probably at least a quarter of a mile if it is to overtake in safety. Under present road conditions one may travel for miles before a gap of more than perhaps 100 yd. occurs in oncoming traffic, and dangerous frustration is caused. The spacing of vehicles 60 yd. apart would permit overtaking without inconvenience to anyone.

Good sense is not invariably exercised in parking at the roadside for rest periods. It is not always possible to find a lay-by, but a safe place in which to rest can

certainly be selected by using a little common sense. There is no excuse for leaving a vehicle at the roadside near or on bends or on hills where visibility is restricted.

Speeding is another matter which is beginning to attract unfavourable public comment. The report of the Road Research Laboratory for 1957 says that the proportion of heavy goods vehicles exceeding 30 m.p.h. has risen from 45 per cent. to 56 per cent. Speeds up to 50 m.p.h. by heavy vehicles now seem to be common on main roads. They are certainly not in the interests of longevity of vehicle or tyres, or of economy, and are not condoned by many operators.

If commercial-vehicle drivers wish to continue to enjoy the warm esteem in which they are generally held by the public, they must make sure that they are not guilty of thoughtlessness or flagrant law-breaking. As professional drivers they should set an example to others. Their good reputation is not lightly to be thrown away.

Passing Comments

To Consult or Not?

ARE there any good reasons why an engineering concern should engage a consultant instead of expanding their own experimental department? Can some work best be done by consultants and other work by the permanent engineers?

The fact that there are many highly successful independent consultants shows that many concerns believe that they have more "know how" than their own men, but one of the difficulties of the "independents" is to reach suitable executives in other concerns and prove to them the advantages, if any, of making use of their services. There are ethical restrictions on advertising.

There is, of course, one important factor which may help the consultant. This is the experience that he may have had in his particular line of work and which may not be at the command of those whose duties have been connected for long periods with, perhaps, only one company.

Advantages of Blown Engine Confirmed

IN the article "Operators Turn to Turbochargers," published in the May 30 issue of *The Commercial Motor*, mention was made of the Rutland coach operated by Acorn Motors, Ltd., the engine of which had been so equipped. It may be recalled that the power unit was a Meadows 4DC 330 and that this was fitted with a B.S.A. turbocharger to improve the road performance of the vehicle. Subsequently, laboratory tests were carried out by the engine makers, Henry Meadows, Ltd., to establish the improvement in output obtainable by turbocharging a similar engine, an identical type of blower being used.

In its naturally aspirated form, the engine produced 96 b.h.p. at 2,400 r.p.m., and the output was increased by turbocharging to 115 b.h.p. at 2,400 r.p.m. The maximum torque of the unblown unit was 230 lb.-ft. at 1,400 r.p.m., whilst the turbocharged engine produced 280 lb.-ft. at the same revolutions.

Tests of specific fuel consumption revealed that the consumption of the turbocharged engine was around 0.375 lb.

b10

b.h.p.-hr. on full load at maximum speed, which compares with 0.39 lb.-b.h.p.-hr. yielded by the normal engine. Consumption did not vary substantially throughout the speed range.

A test detail of special interest is the gain afforded by turbocharging before adjustment to the fuel rack setting to increase the pump output. Use of the blower raised the maximum output from 96 b.h.p. to 100 b.h.p., and this can be entirely credited to an improvement in combustion efficiency.

The turbocharger employed is the Type 12 model, designed to give a maximum compression-ratio of 2 to 1. In the application to the 4DC 330 unit, the intake pressure was increased to 9.9 p.s.i., which is equivalent to a ratio of 1.7 to 1.

Deodorizing Vehicles and Loads

ANY interesting method of preventing contamination of susceptible loads, such as foodstuffs, has been developed by an American concern, Airkem, of New York. Problems successfully tackled by them have been contamination of vehicles and their contents by oil fuel, smoke, fish, ammonia, blood, decomposed flesh and other causes.

As regards smoke, it has been found that the particle causing odours is a tiny ball containing oils, tars, gums, water and soot, and this may or may not stain, according to the content of soot. When smoke enters a confined space, such particles are deposited on all surfaces and may find their way into every accessible crevice.

To remove and negative the odours it is necessary to introduce counteractants to all places reached by the smoke, employing vaporizing equipment. The Airkem vapours are said to follow the course of the smoke and work in two ways, physically and chemically. It has been found that when two opposing odours are smelled together, it is possible for one to cancel out the other, whilst the counteractant can carry off the particles. It also attaches itself to the same surfaces as the smoke-odour particles. The Airkem molecules are more volatile, and they work down beneath the smoke particles and release them into

the air, where they are blown away by fans or other ejectors.

Odour-countering detergents may also be used in washing areas where deep penetration is required, as in the scrubbing of vehicle floors to deodorize fish-oil spillage.

The vapour process is called "dry fogging," the vaporization being so complete that no dampness can be felt if a hand is held before the equipment.

The Last Must be First

LET us hope, says a reader, that when the Minister of Transport has in mind making regulations concerning vehicles halted at road junctions, he will also have a critical eye on those sometimes left unattended close to the gates of railway level crossings.

It is sometimes impossible to see from behind whether the driver is seated in a box van or high-loaded lorry, consequently, a long line of vehicles may join the queue behind that parked, with resulting delay and inconvenience. Usually few of the drivers behind have left sufficient room to manoeuvre in order to pass the stationary offender. Sometimes such a queue has to clear slowly from the rear end when the traffic coming from the opposite direction permits going through.

Of course, the best procedure of all would be to eliminate the level crossings. This is being done in some instances, but there are still far too many obstructing our highways.

The Progress of Refrigeration

MANY vehicles, particularly those designed for carrying foodstuffs and other perishable commodities where the climate is often hot, have refrigeration equipment. This is really a development of the refrigerators used in homes, shops and stores, and it may surprise many to know that it has taken at least a hundred years of research and applicational study to bring such aids into practical use.

It was in 1685 that Lahire discovered the refrigeration properties of sal-ammoniac, but many years elapsed before Cullon obtained refrigeration by using a pneumatic machine developing a vacuum.

In 1811 Lestre used a method in which sulphuric acid was employed, but the first refrigerator, considered as a machine, was made by Perkins, an Englishman, in 1834. This operated by the evaporation of ether in a vacuum. A little earlier Faraday had liquefied carbon dioxide in vacuum, and subsequently he was able to liquefy other gases at lower temperatures.

Liquid air was produced by Luicile in 1895, after Caillete had been successful with nitrogen and oxygen.

It was a French chemist-physicist, Gay-Lussac, who claimed absolute zero to be -273 degrees C., at which temperature the pressure of gases has a zero value. By boiling liquid helium in vacuum, it has been found possible to attain a temperature of -272 degrees C.—only one degree from absolute zero.

One Hears—

That under-park parking may be under-used if over-priced.

That Britain cannot afford waste, even if the economic situation has improved.

That S. Smith and Sons are making magnetic-powder couplings in capacities of a third to 200 lb.-ft.

That in the U.S.A. in 1907, goods vehicles were involved in only 11 per cent. of accidents, although they represented over 16 per cent. of registrations.

That on road mileage or hours of driving the accident percentage would have been even smaller.

That in 1952 the average A-licence 5-tonner moved 76 tons a week, whilst the corresponding State-owned vehicle carried only 52 tons.

That some American railways are demanding subsidies from the cities near which many of their season-ticket holders reside.

That they threaten to close stations unless city taxes on these and their approaches are removed or reduced.

That the four causes of tyre under-inflation are neglect, leaky valves, slow punctures and the use of incorrect pressure gauges.

From Mr. Geoffrey Wilson, M.P., that it is complete humbug to suggest that integration of transport was about to be achieved when the wicked Tories came into office and destroyed all the good work.

"I am late this morning because I overslept on overtime!"

That many a calendar now has a ring drawn round the date "September 26."

That Yugoslavia is producing quite a handsome touring coach in the FAP factory at Pribor.

That the day of the "small man" will not be over unless he is quashed by socialistic legislation.

That the 600 Group recently acquired an "army" of over two million of all ranks, in the form of 15 tons of antimonial lead for melting down.



Disc Brakes, Air Springs on New Trailers

TWO of the three trailers to be shown at Earls Court next month by R. A. Dyson and Co., Ltd., will have disc brakes and air suspension. The third exhibit will be a new 60-ton self-loading semi-trailer hauled by a Leyland Buffalo EHB/5R tractor.

Another exhibit is to be a rubber-mounted suspension system for four-wheeled trailers and single-axle semi-trailers. A hydraulically actuated landing gear, for manual or power operation, will be featured also. These are all developments of outstanding importance.

A 15/17-ton Aeroride Haulmaster tandem-axle semi-trailer, 26 ft. long and 7 ft. 6 in. wide, will be featured with the air-suspension layout introduced earlier this year. This has Neoprene-covered air bags, which are resistant to oil, petrol, milk and so forth.

The suspension layout has been described before, but an innovation in the trailer specification is the use of disc brakes on both axles. These are actuated by diaphragm air cylinders—the first instance of disc brakes being air operated—and the braking system is a standard two-line installation; one pair of brakes is linked to the hand brake for parking.

New Exhibit

An entirely new exhibit will be an 8-ton four-wheeled trailer, 18 ft. long and 7 ft. 6 in. wide. Bellows-type air springs are fitted to both axles, the axles being located by rubber-bushed trailing arms and Panhard rods. Three levelling valves are employed and telescopic dampers are installed at each wheel.

The design incorporates a new anti-roll system based on the geometric layout of the assembly, and roll stiffness can be varied to suit specific conditions.

Disc brakes, fitted to all wheels, are operated by an air-hydraulic system, with separate master cylinders at each axle to promote maximum safety and efficiency. Once again, new ground is being broken

by this installation, as air-hydraulic trailer braking is a completely new departure.

A hand lever actuates the parking brakes on the rear axle, and single 10.22.5-in. tubeless tyres are fitted to all wheels.

The 60-ton semi-trailer is 35 ft. 10 in. long and 10 ft. 6 in. wide, and its heavy-duty frame is fabricated from welded rolled-steel sections. The all-steel platform has lashing shackles and stanchion sockets along each side, and a full-width 30-ton-capacity roller is carried at the rear on double-row roller bearings, which are arranged to cater for side thrust, together with four pairs of overload rollers.

Special Features

A tractor load reaction plate is built into the rear of the semi-trailer and is arranged to hinge to facilitate the servicing of the rear bogie and the removal of the inner wheels.

The front end of the semi-trailer is specially shaped to assist in ramping on to the tractor unit, which is fitted with fifth-wheel, power winch, tail roller and auxiliary ramp.

The semi-trailer bogie is of the unsprung walking-beam type, carrying four oscillating axles with eight single tyres. Drum brakes are employed, actuated by a two-line air-pressure system.

£1,370,000 to be Spent on New Buses

THE largest order for vehicles ever placed by Scottish Omnibuses, Ltd., was announced by the group on Tuesday. They are to spend £1,370,000 next year buying 288 new Bristol, A.E.C., Guy and Leyland buses. This year their buying programme amounted to £141,000.

About half the money will be spent in Scotland, where W. Alexander and Sons, Ltd., Stirling, have secured the bulk of the coachbuilding order. Coachwork will also be carried out by Eastern Coach-works, Ltd., Park Royal Bodies, Ltd., and the Northern Counties Motor and Engineering Co., Ltd.

Mr. J. Amos, chairman and managing director, added in his statement that the group would spend £250,000 on new buildings during the coming year.

PERKINS FOUR 99 ENGINE IN NEW TROJAN

A NEW chassis intended for rural bus and ambulance work, as well as for goods carrying, will be exhibited by Trojan, Ltd., at the Commercial Motor Show next month. Though basically similar to the existing forward-control model, it is interesting in having the Perkins Four 99 1.6-litre oil engine as standard equipment.

This engine, when used in this application, produces 42.3 b.h.p. at its maximum governed speed of 3,600 r.p.m. and 73 lb./ft. torque at 2,250 r.p.m. It is fitted in unit with a Trojan four-speed gearbox. The new chassis is longer and wider than the previous one and has a payload capacity of 25 cwt. It incorporates the Trojan independent trailing-arm front suspension, now fitted to all this manufacturer's chassis.

As seen at Earls Court the chassis will have a large van body. For normal goods-carrying applications the Perkins P.3(v) three-cylindered 41 b.h.p. oil engine is used.

"Work to Rule" Weapon Not Used by London Busmen

ONLY a few hours before London busmen were due to start a "work to rule" campaign, the Transport and General Workers' Union Trade Group Committee stepped in on Tuesday and ordered normal working. This move meant that the men had to ignore previous instructions issued by the Central Bus Committee, outlining the formula for working to rule.

The Trade Group Committee ruled instead that no action should be taken until they had consulted the general secretary, Mr. Frank Cousins. As this committee represents all three London Transport sections—Central London buses, trolleybuses, and country services—their decision carried more weight than that of the Central Bus Committee.

The original action was planned as a protest against a cut of 9 per cent. in services following a drop in traffic due to the strike. Before the first cuts were

made on Wednesday, 114 garages had already decided to refuse any form of co-operation with London Transport.

In a work to rule situation, responsibility for obeying the order rests with the individual, but if the majority of drivers and conductors fell into line with the plan, London's bus services would be seriously affected.

Working Curtailed

In addition to the 19 services withdrawn on Wednesday, three more will go this week-end and others will be curtailed, extended or re-routed. More economies will be made in October, November and early next year (*The Commercial Motor*, August 8).

The story of discussions on the strike by the General Council of the T.U.C. is told in their annual report issued on Monday. It reveals disagreements on policy within the T.U.C. and shows the

way in which Mr. Frank Cousins, general secretary of the T.G.W.U., changed his ground.

The day the strike started he said it was not necessary or desirable for the General Council to make a direct approach to the Minister of Labour or London Transport to encourage a resumption of negotiations and he did not ask for direct support, financial or otherwise.

After five days he approached the General Council with the suggestion that they might regard it as appropriate to accept responsibility for issuing a national appeal for funds.

The question was considered at a meeting on May 14, but was eventually adjourned until May 21, when it was agreed to sponsor an appeal. Apart from contributions sent direct to the T.G.W.U., 72 unions made gifts totalling more than £40,000.

Douglas Introduce a New 30-tonner

INCORPORATING a Leyland six-cylindered oil engine developing 220 b.h.p., a six-wheeled chassis for 30-ton loads has been introduced by Douglas Equipment, Ltd., Kingsditch Lane, Tewkesbury Road, Cheltenham. The first model has been shipped to Autocomercial, Madrid, for operation in Spain.

The vehicle is a normal-control type with a wheelbase of 22 ft., and is 32 ft. long and 8 ft. 1 in. wide. Power is transmitted through a normal clutch to a main gearbox with six forward ratios and reverse, and a two-speed auxiliary gearbox. The rear bogie has twin axles with double-reduction gears. A six-wheel-drive version of the chassis is available.

The suspension is designed for cross-country running. Steering is hydraulically assisted and the brakes are directly air-operated. The Michelin Metallic tyres are 12.00-24-in. 16-ply. Three men can be seated in the cab, which is of metal and plastics construction, and is easily removable for maintenance.

Maximum tractive effort of the vehicle is 41,200 lb. and the steepest gradient it can climb is stated to be 1 in 2.5. Maximum speed is 39.2 m.p.h.

Simms electrical equipment is fitted to the vehicle, which is known as the type DH 30/64. Two 12-v. batteries are mounted on the side of the chassis frame in a standard Douglas carrier. The tool kit includes an 8-ton hydraulic jack.

Douglas Equipment are supplying Tugmaster DC7Q aircraft tractors to Qantas Empire Airways, Ltd., Sydney, Australia, to handle Boeing 707 aircraft which weigh more than 55 tons.

The tractors will feature hydraulic transmission. The 230-b.h.p. engine provides a tractive effort of 32,000 lb. Tugmasters are 7 ft. 10 in. wide and 4 ft. 9½ in. high.

PROFIT ON PARTS CUT

"IN the extremely competitive conditions ruling today, profit margins have narrowed," says Mr. C. C. Griffith, chairman of Engineering Components, Ltd., in a statement to shareholders issued on Tuesday.

He states that in the six months to June 30, the output of cars and commercial vehicles greatly increased, but the demand for replacement parts remained fairly constant. Group sales during the period increased in value by just over 11 per cent., as compared with those in 1957.

ADAMANT WORKS CLOSING

THE Luton factory of the Adamant Engineering Co., Ltd., is to close and the production of steering gear will be concentrated at their Reading works.

FUEL PRICES UP IN EIRE

PRICES of petrol and derv in Eire were increased by ½d. a gallon on Wednesday.

Stiff Opposition to Clacton Tour Plan

SEVEN excursion operators joined British Railways, on Tuesday, in opposing an application by W. Robinson and Sons (Great Harwood), Ltd. Robinson's asked the North Western Traffic Commissioners to grant them a new seven-day tour to Clacton from Knutsford, which would replace a seven-day tour to London and Clacton.

For the company, Mr. A. Robinson said hotels were not prepared to book for less than a full week, which suited most passengers because they preferred to spend their seven days in one place. The majority did not want to stay in London at all.

Answering Mr. W. Blackhurst, for the road objectors, he agreed that Robinson's catchment area extended throughout the north-west, where the objectors had many common points, and that there were feeder services into Knutsford. He said the present tour covering London and Clacton was originally granted for London and Felixstowe, but there were difficulties with hotels after only one season of operation.

Mr. Blackhurst represented Yelloway Motor Services, Ltd.; Scout Motor Services, Ltd.; W. C. Standerwick, Ltd.; Ribble Motor Services, Ltd.; Premier Travel, Ltd.; Batty-Holt Touring Services, Ltd.; and Smith's Tours (Wigan), Ltd. He said fantail tours providing fully organized holidays were a serious matter for people operating express services from Lancashire to Clacton via London. Mr. Robinson claimed that this sort of operation could never be direct competition, but the objectors did not accept his view.

Mr. J. Lainson, managing director of Premier Travel, said his company were developing an express service to Clacton which linked up with Yelloway's Lancashire services. It was one of their mainstays, subsidizing unremunerative stage operations, and they were apprehensive about any encroachment.

The hearing was continued on Wednesday.

L.T.E. EXPLAIN CUTS

NEW posters were issued by London Transport, on Wednesday, dealing with reductions in bus services. Headed "Your Bus Services," they explained why cuts were being made and pointed out that the money saved would help the L.T.E. to keep full services running where they were most needed.

"On some routes the demand for buses is steady or rising, on others it is falling," the posters stated. "It is the constant task of London Transport to gauge as accurately as possible its passengers' requirements."

RADIO FOR INVINCIBLES

SPECIALLY designed to suit the interior design of the new Invincible range, an Ekco car radio has been approved as an optional extra by Guy Motors, Ltd. The set covers medium and long waves and costs £21.

Two Bus Strikes are Called Off

A THREATENED strike by 400 busmen employed by the Eastern National Omnibus Co., Ltd., has been called off now that one of their colleagues has paid a fine imposed by the local branch of the Transport and General Workers' Union. The man had been penalized for driving over the boundaries imposed by the Union during the London bus strike, but at first he refused to pay the fine.

Late last Friday night other busmen were persuaded by Union officials to keep working until Wednesday, which was the deadline for the money to be paid. Meanwhile, Union leaders talked to the driver and promised him a fair hearing if he would pay the fine and then appeal to a regional committee. He agreed and plans for the stoppage were scrapped.

At Southend, where corporation buses run many routes jointly with Eastern National, corporation busmen stopped work last Saturday after a midnight protest meeting over summer schedules. They threatened to strike every Saturday, but Union officials in London said this week that there would probably be no more trouble after a meeting with the general manager yesterday.

RURAL BUS OPERATOR GIVES UP BUSINESS

A RURAL bus service which has been operated in Northumberland for the past eight years by Mr. James Batty, Morpeth, is to be completely withdrawn. Mr. Batty had three vehicles, and his business was one of those mentioned in a report on rural transport in mid-Northumberland which was compiled last year and sent to the Minister of Transport.

The report said Mr. Batty covered several routes to the west of Morpeth but had lost money on an increasing scale since 1953. In that year he carried 89,999 passengers, but by 1956 this figure had dropped to 80,006. In the same period his stage mileage was reduced from 63,411 to 60,856. Although costs increased from 1s. 1½d. to 1s. 3½d. a mile, revenue was static at 11d.

Mr. Batty claims that he has had to close his business because of the fuel tax and competition from private hire concerns. His decision will leave a wide area without public transport, for British Railways closed a branch line in the district five years ago.

IN U.S.A. FOR PERKINS

THE resident representative in Central America and the Caribbean for F. Perkins, Ltd., Mr. P. W. Percy, is to be based in future in the U.S.A. instead of Jamaica. He will then begin representing F. Perkins (Canada), Ltd., in the southern states of the U.S.A.

Mr. Percy, who has been with the company for five years, leaves Britain this month after a holiday, and will first tour Toronto, the U.S.A. and Central America.

Large-scale Bus Revisions at Bristol Planned for Next Month

ONE of the biggest bus revisions ever to take place in a single day will come into operation at Bristol, on September 21, if the Western Traffic Commissioners agree to proposals by the Bristol Omnibus Co., Ltd. At a public inquiry on September 1 the company will put forward 55 applications for diverting country routes within the city boundaries, withdrawing some city services, and re-routing others.

Their case will be argued by Mr. T. D. Corpe, Bristol's Clerk of the Peace. Originally there were two objections to country bus changes from local authorities, but it is understood that these will not be proceeded with at the hearing. If the Commissioners agree, the revisions will coincide with the opening of the company's new bus station.

Mr. C. R. Buckley, traffic manager, said the object of the proposals was to draw constant streams of traffic away from the city centre. Buses on country services would bypass the most congested areas, whilst the cross-city link would be diverted.

There are no proposals for new country services and none of these will be withdrawn. The objections, by Street Urban District Council and Kingswood Urban District Council, referred to changes on the Bristol-Street and Kingswood-Warmley-Filton routes.

The new bus station is to be officially opened by the Lord Mayor of Bristol.

R.H.A. CONFERENCE RECORD

A RECORD attendance for the Road Haulage Association's annual conference at Torquay from October 13-15 is promised. Although the room at the Palace Hotel at which the banquet is to be held can seat 550 people, all the accommodation has already been sold. Bookings for the conference can, however, still be accepted.

£11m. Contracts for Forth Road Bridge

CONTRACTS totalling nearly £11m. for the first two stages of the construction of the Forth road bridge were signed last Friday. Work will start within a fortnight. The tenders have to be approved by the Secretary of State for Scotland.

The first stage comprises the construction of the foundations, anchorages of the main cables of the suspension bridge, and the two side towers, at a cost of £2.25m. This will be followed by the construction of the bridge itself, at a cost of £8.66m.

The bridge, which will be the largest of its kind outside America, will have a main span of 3,300 ft. There will be two 24-ft. carriageways, as well as cycle tracks and footpaths. More than 30,000 tons of steel will be required.

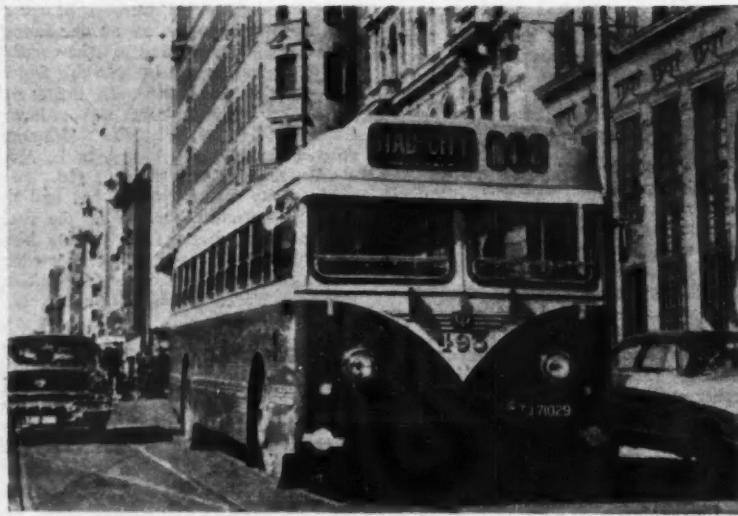
Contracts worth more than £5.5m. for the construction of the approach viaducts and the 12 miles of approach roads have yet to be let.

Some 70 per cent. of the total cost of the bridge must be recovered by tolls.

OBITUARY

WE regret to record the death of MR. THOMAS KERSHAW.

Mr. Kershaw, who was 58, was a director of Wilson and Stockall, Ltd., bodybuilders, Bury.



An oversize Leyland-M.C.W. Olympic, operated by Johannesburg Municipal Transport. Built by Bus Bodies (S.A.), Ltd., Port Elizabeth, in collaboration with the Leyland and M.C.W. concerns, the vehicle incorporates Leyland Worldmaster running components.

R14

Men in the News

MR. GORDON G. LAW has succeeded MR. N. JONES as secretary of H. and J. Quick, Ltd.

MR. R. J. TRISTRAM has been appointed technical representative of the Moss Gear Co., Ltd.

MR. A. D. WALSH has been appointed sales secretary to Pirelli, Ltd. He will be based at Burton-on-Trent.

MR. T. U. LAMB has joined Smith's Delivery Vehicles, Ltd., as industrial artist and design consultant.

CLLR. G. D. C. ROSE, managing director of Central Garage, Ltd., Leeds and Bradford, has been made a Bradford J.P.

MR. J. F. BRODIE, operations manager on the north-east coast for Shell-Mex and B.P., Ltd., is to retire. He has been with the company for 35 years. MR. W. B. GODDEN, labour relations co-ordinator, who joined Shell-Mex 31 years ago, will succeed him.

MR. A. R. W. MURRAY, executive director and secretary of three companies controlled by Automotive Products Associated, Ltd., has now been made secretary of the holding company. MR. B. G. L. JACKMAN becomes an executive director of the Lockheed Hydraulic Brake Co., Ltd., whilst MR. C. WEBSTER is appointed executive director in charge of exports for the Automotive Products Co., Ltd.

LORRY DRIVERS FEAR PARKING METERS

MANY lorry drivers do not seem to realize that they can ignore Mayfair's parking meters when loading or unloading their vehicles, according to Mr. R. E. G. Brown, London secretary of the Traders' Road Transport Association. In the Association's current news-letter, Mr. Brown says Westminster City Council are opposed to "double-banking," which has been taking place while there were vacant parking places.

The council have drawn the Association's attention to the fact that any parking bay may be used for loading or unloading without charge for up to 20 minutes, and on "no waiting" kerbs, goods vehicles can load or unload without a time limit before 11 a.m., and for up to 20 minutes afterwards.

MORE SPENDING ON ROADS

CANADA is expected to spend £87½m. on building and maintaining roads during the year 1958-59, compared with £76m. in the last financial year. About two-thirds of the total expenditure will be on new highways and bridges.

India is also planning increased spending on roads. During the Second Plan period, the Indian Government will pay an extra £142½m. in developing the road system, on top of the £4,035m. already allocated for this purpose. Half the additional money will provide new express highways.



Top gear on metalled roads is one thing; mud plugging on building sites is something else again. I need vehicles that can cope with either and, by Morris, I've got 'em! Truck or tipper, they take a beating twenty times a day, but they always come back for more. That's Morris toughness for you!

12 MONTHS' WARRANTY



THE FULL RANGE

10 cwt, 1, 1½ and 2 ton vans, 1½ van, pick-up and minibus, 1½, 2, 2½, 4, 5 and 7 ton trucks, 5 and 7 ton tippers. Also prime movers. Forward or normal control, petrol or diesel engines.



B.M.C. SERVICE—THE MOST COMPREHENSIVE IN EUROPE

MORRIS COMMERCIAL CARS LTD., ADDERLEY PARK, BIRMINGHAM, 8
Overseas Business: Nuffield Exports Ltd., Oxford and 41/46, Piccadilly, London, W.1

MC19/R
n15



Gigantic savings on 'Giants'-

TYRESOLES

RE^{NEW}

SMOOTH 'GIANTS'

TUBED OR TUBELESS

- ★ Unequalled for mileage, economy and reliability.
- ★ A new appearance with a deep, clear-cut, long mileage tread and shoulder styling.
- ★ Available in all popular giant tyre sizes up to and including 9.00-20. Rayon, Nylon or Steel Cord tyres can be treated.
- ★ Rapid local service through 50 works and depots.

TYRESOLES
New
STANDARD GIANT



For even greater safety the new Giant is available with
WYRESOLES
 the steel claw tread that grips.

TYRESOLES LTD., PALACE OF ENGINEERING, WEMBLEY, MIDDLESEX. Tel.: WEMbley 1222 (10 lines)

Semi-trailer Has Air Springs, Rear Steering

A 15-TON semi-trailer incorporating automatically steered rear wheels will be exhibited by Taskers of Andover (1932), Ltd., at the Commercial Motor Show.

Its bogie consists of two oscillating axles mounted side by side on semi-elliptic springs. The spring hangers are carried on ball-bearing turntables, the two turntables being interconnected by a track-rod. Any prime mover fitted with a standard S.A.E. fifth-wheel coupling may be used with the semi-trailer without modification.

The bogie is steered by changes in the angular movement of the tractor and semi-trailer through the normal king-pin and a spring-loaded tapered block on the semi-trailer which engages with the wedge-shaped opening in the bottom half of the fifth-wheel coupling. The block rotates with the coupling and this movement is transferred to one of the interconnected turntables by mechanical linkages, thus turning the rear axles. Normal coupling and uncoupling of the semi-trailer are unaffected by the steering mechanism.

Another exhibit will be a 15-ton straight-frame semi-trailer with air suspension. The bogie of this semi-trailer also employs twin side-by-side oscillating axles swivelling on beams mounted at their forward ends in rubber bushes and controlled at the rear by cylindrical air springs operating inside metal cylinders. Telescopic shock absorbers are used and the normal type of height-control and levelling valve is fitted.

FEWER TROLLEYBUSES, SO DEARER ELECTRICITY?

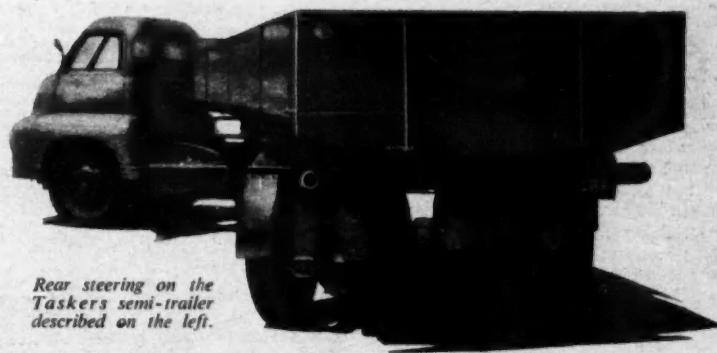
A WARNING that electricity charges may go up if Belfast Corporation continue to cut their trolleybus services is given in the annual report of the city electricity department's general manager, Mr. R. P. Watson. He points out that in the last six years consumption for trolleybuses has dropped by nearly a third.

These vehicles were "the cheapest form of public transport," and it had to be borne in mind that special plant had been installed to keep them supplied with current. If they were gradually eliminated, the inevitable repercussion would be higher electricity charges for the transport department and for the public generally.

In reply, Mr. J. Mackle, general manager of the undertaking, has said it is not the policy to reduce trolleybuses, but the fall in passengers had to be matched by reduced services. He could not agree that they were the cheapest form of transport and did not see that the cost of special equipment entered into the matter, as the transport department bore the interest and loan charges for it.

AMSTERDAM SHOW DATE

THE 1959 Amsterdam Commercial Vehicle Show opens on February 5, 1959, and closes on February 14.



"Appalling" Outsize Loads Being Inflicted on Public—Authority

THE need for abnormal and indivisible loads to be carried in the safest possible manner was emphasized last week by Mr. J. A. T. Hanlon, Northern Licensing Authority, in granting an application of Sunter Bros., Ltd., Northallerton. They sought to substitute an 18-ton tractor for a 12-ton unit on A licence (*The Commercial Motor*, August 8).

The effect of the grant is that a Rotinoff tractor with a 250-b.h.p. engine will replace a Scammell of the same engine capacity and horse-power granted last January.

Mr. Hanlon said he was satisfied of the need for a powerful six-wheeled tractor for the safer handling, particularly in hilly districts, of large indivisible loads.

"These, unfortunately, have to be moved by road in apparently greater numbers and greater sizes, if not greater weights, than ever before," he said. Sunter's had told him that the most suitable tractor was the Rotinoff Atlantic, strengthened and fitted with a more

powerful winch, which was heavier than the Scammell.

The Rotinoff appeared to be capable of handling the abnormal loads they carried in the safest and surest possible way, and seemed the most up-to-date vehicle of its kind.

"It seems obviously safer to me to have a six-wheeled heavier tractor for this purpose, so long as these loads have to be carried on the roads," Mr. Hanlon remarked. "I suppose it is not for me to say anything about this, but it does seem appalling to me the size of some of the loads that are encountered these days. But as long as they are carried within the law then it is not for me to comment."

"I merely have to administer the law as I see it, and as long as these loads are inflicted on the motoring public on the roads of this country, it is quite obvious to me that they have got to be carried in the safest possible way, particularly in hilly districts and in difficult circumstances."

Coach Operators Talk of "Spite"

BY applying for period returns to Llandudno, Rhyl and Morecambe, P. W. Prestwich, Ltd., Manchester, were merely trying to spite a rival operator, F. H. Dean, Ltd., the North Western Traffic Commissioners were told last week. The allegation was made by Mr. H. Backhouse, for four road objectors, who pointed out that last April Dean's were granted similar facilities despite Prestwich's opposition.

For the applicants, Mr. A. E. Whitehead refuted the suggestion, claiming that

customers were demanding more variety. Mr. J. Hoyle, managing director, said they had received hundreds of requests for these facilities, and wanted to be in the same position as their competitors. Two booking agents said the public would benefit.

Mr. Backhouse submitted that these agents had probably counted casual inquiries as serious requests for more facilities. He was supported by Mr. T. B. Atkinson, for British Railways, who contended that no real customer need had been made out. For Ribble Motor Services, Ltd., and the North Western Road Car Co., Ltd., Mr. J. Green urged that competition should not be deliberately increased.

Mr. Whitehead replied that the demand for the facilities justified a grant. He had not considered it necessary to produce customer evidence in such a case.

Mr. F. Williamson, chairman, said the Commissioners had no choice but to refuse the application. They would, however, grant 12 new day excursions.

B.C.N. Traffic Down 10%: Surplus in View

COMPETITION from private transport, television, another wet summer and an influenza epidemic combined last year to reduce Burnley, Colne and Nelson Joint Transport Committee's bus traffic by nearly 10 per cent. The number of passengers carried declined by almost 5m.

Declining traffic and increased operating costs caused the likelihood of loss of about £50,000 on the year's working, says Mr. G. Parry, general manager, in his annual report. The contingency was met by raising fares, reducing services and introducing one-man buses in the Nelson area. The result was a loss of only £6,145.

Mr. Parry hopes the undertaking will pay its way and leave a small surplus in the immediate future. He points out, however, that public road passenger transport is still shrinking and every effort must be continued to reduce costs.

All local services in Nelson are now being operated by one-man buses. Trials with them have also taken place in Colne. The entrances of 13 buses have been moved from the rear to the front. Electrically operated doors have been provided, and the cabs have been modified so that passengers can pay the driver.

Six 44-seat one-man buses and two more 72-seat double-deckers with front entrances are to be delivered later this year.

[See "Profit and Loss," this page.]

LEIGH BUSES MAKE £1,750 PROFIT

DESPITE a big fall in traffic, Leigh Corporation buses made a profit of £1,750 during the past financial year. Cllr. S. Jones, chairman of the transport committee, reported last week. He said the number of passengers dropped from 17,363,649 to 16,103,712, which followed the general trend of falling traffic since 1951.

Income from all sources fell by £7,623, whilst expenditure rose by £4,585. However, vehicles ran 106,298 fewer miles, which saved more than 7,000 gal. of fuel. Cllr. Jones said that five years ago the transport department had an outstanding debt of £25,000, but this had now been reduced to £2,916, and it was hoped that before long it would be wiped out altogether.

FUTURE OUTLOOK BLEAK

UNLESS there is a great improvement in income or a large saving in expenditure, the general rate fund may have to provide substantial sums to meet future deficiencies of West Bridgford Transport Department. This warning is given by Mr. L. C. Harrison, general manager, and Mr. G. W. Baggaley, treasurer, in their annual report. Present estimates show that there will be a loss of £1,470 during the current year.

The report stresses the need to provide a substantial reserve fund.

[See "Profit and Loss," this page.]

n18

PROFIT AND LOSS

West Bridgford Transport Department, £3,050 loss. Total expenditure £94,580 (29.22d. per bus-mile); total revenue £91,530 (28.28d. per bus-mile). Passengers on bus Milesage 776,889.

Burnley, Colne and Nelson Joint Transport Committee, £6,145 loss after loan and capital charges of £34,297. Total working expenses £637,567 (34.74d. per bus-mile); total income £672,629 (36.65d. per bus-mile). Milesage 4.4m. Passengers 45,75m.

Ashton-under-Lyne Transport Department, trolleybuses, total working expenses £100,599 (33.382d. per vehicle-mile); total income £120,172 (39.493d. per vehicle-mile). Motorbuses, total working expenses £177,814 (38.083d. per bus-mile); total income £183,768 (39.358d. per bus-mile). Combined total income, including through and inter-operation with other undertakings, £299,278 (39.843d. per bus-mile), total working expenses £277,425 (36.933d. per bus-mile). After £24,729 loan and interest charges and balance of through and inter-operation, £1,610 loss. Milesage: trolleybuses 722,955; motorbuses 1.12m; total 1.84m. Passengers: trolleybuses 12,22m; motorbuses 18,86m; total 31,08m.

B.M.C. Hit New Record in Production

THE highest number of vehicles ever produced in one year by a British or European manufacturer was recorded by the British Motor Corporation in the financial year ended July 31. This was reported last week by the chairman, Sir Leonard Lord. He said the figure of 504,712 vehicles produced by the corporation was 65,000 higher than in 1956-57.

Export deliveries went up by 16 per cent., and the increase in trade with dollar markets was "spectacular." For the first time the U.S.A. had taken more B.M.C. vehicles than Australia and, in all, the corporation had earned 75m. dollars from American sources.

Almost every country in the world—including several behind the Iron Curtain—was now a B.M.C. customer, with Australia, South Africa, Canada and New Zealand following the U.S.A. as the major markets.

Revenue from Higher Fares Falls Short

ADDITIONAL income from higher fares introduced by Ashton-under-Lyne Corporation last October, fell far short of the estimate, which allowed for an average diminution in passenger receipts of 4.15 per cent., says Mr. T. P. O'Donnell, general manager, in his annual report.

This unfavourable situation is not attributed entirely to passenger resistance to higher fares. Private transport and television are also blamed.

The outbreak of Asian influenza caused payments for sickness to increase from £2,966 in 1956-57 to £4,727 in 1957-58, representing a rise from £11 5s. to £18 14s. 10d. per eligible employee.

During the past five years, the average fuel-consumption rate of the buses has improved from 8.56 m.p.g. to 9.49 m.p.g. Mileage last year was reduced by slightly less than 1 per cent., but was economically advantageous. A loss on the year's working of £1,610 raised the cumulative deficit to £27,189.

At the end of the year, the corporation had 21 double-deck trolleybuses and 47 motorbuses, all but one of which were double-deckers.

[See "Profit and Loss," this page.]

TIMKEN EXPORT TALKS

NEXT week more than 100 sales and technical representatives of British Timken, Ltd., are to meet in Coventry to discuss export prospects. Visits will be paid to the company's factories, to the Fischer Bearings Co., Ltd., a subsidiary, and to the Standard Motor Co., Ltd., and the Birmingham Railway Carriage and Wagon Co., Ltd.

Micrograms . . .

New Address: The Astley Industrial Trust, Ltd., have changed their address to Pearl Chambers, East Parade, Leeds, 1.

Ideas Pay: A sum of £1,400 was paid last year by London Transport to more than 700 members of the staff who put forward ideas.

Headquarters Moved: The address of the Diesel Engineers' and Users' Association has been changed to 18 London Street, London, E.C.3.

I.C.I. Exhibition: Many articles used in the automotive industry will be displayed by I.C.I., Ltd., at exhibitions in Birmingham, Cardiff and Glasgow during September and October.

Car Hire Centre: The J. Davy Group are to open a new car hire centre next month at Cricklewood, London, N.W.2. This is the third new depot to be announced in the past five weeks.

Pirelli Stockists: A full range of Pirelli products is now available from Norwich Distributors, Ltd., Barrack Street, Norwich, and Summerhill Way, Pinhoe Trading Estate, Exeter.

Demand Drops: Registrations of new commercial vehicles in the Federation of Rhodesia and Nyasaland dropped from the record figure of 3,361 in the second half of last year to 2,428 in the first six months of this year.

Land-Rover Show: Some 35 Land-Rovers with a variety of special equipment will be displayed at an exhibition to be held at the London depot of the Rover Co., Ltd., Seagrave Road, Fulham, S.W.6, during the period of the Commercial Motor Show.

New London Office: Stein Atkinson Vickers Hydraulics, Ltd., will move their London office on August 30 to 197 Knightsbridge, S.W.7.

New Haulage Depot: Plans have been prepared by Wm. Bridge, Ltd., York hauliers, for warehouse and office space in Stockton-on-Tees covering 18,000 sq. ft.

Visit to Airport: Members of the Berks, Bucks, and Oxon Section of the Institute of Transport are to visit London Airport on September 4, for their annual outing.

Indian Transport Move: Three new transport bodies have been set up in India to ensure that proper co-ordination exists between operators and the Government.

Firestone in Portugal: The American Firestone company is to build a tyre factory near Lisbon. Firestone tyres at present used in Portugal are imported mainly from Britain.

Popular Booklet: A booklet telling the story of the Liverpool Transport Undertaking—"The First 60 Years"—has proved so popular that another 1,500 copies are to be printed.

Simms in Leeds: Work on new Leeds premises for Simms Motor Units, Ltd., is to start shortly. The depot will cover 7,500 sq. ft., and will probably be ready for use some time next year.

Garage Taken Over: Arthur Holland, Ltd., confectionery manufacturers, have taken over the 30,000-sq. ft. service station at Scarisbrick (Lancs) formerly occupied by Bambers Motor Works. Holland's will house their own vehicles there.

"Bonus Scheme Meant Slower Work"

FOLLOWING talks between Dundee Transport Committee and union representatives, it was hoped that there would now be some peace in the city's transport department, Cllr. Harry Dickson, transport convenor, stated last week.

In a report to the committee he said the general manager, Mr. W. L. Russell, had complained of bad workmanship and lack of discipline in the workshops, which had resulted in higher expenditure through wastage of materials. Mr. Russell had also pointed out that since the introduction of a bonus scheme the men were taking longer than ever to do various jobs, yet they strongly resisted any economies.

Cllr. Dickson said Mr. Russell had agreed to withdraw his remarks about discipline and bad workmanship provided these subjects were discussed at workshop level. The committee were to be asked to look into the question of the bonus scheme.

DUNDEE SEEKS REMEDY FOR BUS TROUBLES

ALTHOUGH Dundee Transport Department faces an estimated deficit of £14,327 next year, the remedy is unlikely to be sought in higher fares. This was stated by Mr. W. O'Neill, city treasurer, at last week's "budget" meeting of the transport committee, when he pointed out that any fare increases would automatically lead to a decrease in traffic.

He recalled that last October's fare revisions were expected to yield £80,000, but additional revenue amounted to only £62,000. However, some scheme for balancing income and expenditure would have to be worked out.

After the meeting, Cllr. H. Dickson, transport convenor, said they would have to look for economies on routes that obviously had too many vehicles compared with the passenger potential.

BUS OUTLOOK DISMAL

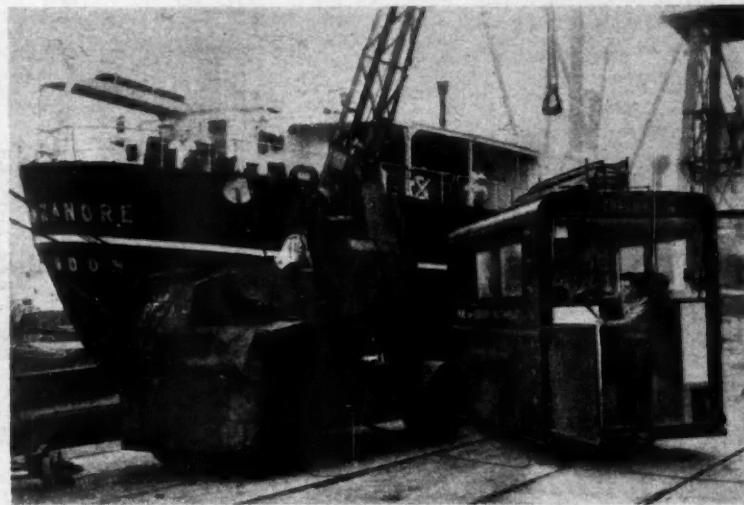
THE affairs of Glasgow Transport Department took a turn for the worse last year, the corporation were told last week by Mr. J. Johnston, city treasurer. He said there was a deficit of £261,000 compared with a surplus of £209,000 the previous year, and the situation required attention not only from the transport committee but from the corporation as a whole.

Mr. Johnston said he proposed to arrange for talks on the position between the transport and the finance committees.

DROP IN DEMAND

BECAUSE of the shrinking demand for heavy commercial vehicles, Kirkstall Forge Engineering, Ltd., have so far been unable to make full use of the increased capacity which their big development scheme has made available, says Mr. R. F. Butler, chairman.

The immediate future is uncertain, but the directors believe that in time it will be possible to take full advantage of the development work.



Seen at work in the docks, this Morrison Electricar, which is described below, was built to the requirements of the Port of London Authority. It carries a fully equipped repair team and has been fitted out as a mobile electrical workshop.

Meat Haulier Fined £10 for Smoking

A FINE of £10 was imposed at Bristol, last week, on a meat haulier, Morris George Langford, Queen's Road, Knowle, Bristol, for smoking while handling food. Langford, who pleaded not guilty, was also accused of wearing dirty clothing while delivering meat, but this charge was dismissed.

Mr. F. Boddy, public health inspector, said he saw Langford climb out of the back of his meat van with a small cigar in his mouth and go into a shop. His suit was covered with grease.

In court, Langford said he changed his overalls once a week, and did not smoke until he had finished delivering, although sometimes he had a cigar behind his ear.

MUNICIPAL OPPORTUNITIES

Warrington Borough Council require a Lacre sweeper.

Fleetwood Corporation are to buy a Dennis gully-emptier.

Gosport Corporation are advised to buy an S.D. refuse collector.

Rugby Town Council are to buy an Austin 152 van from Sam Robbins, Ltd.

Middlesex Fire Brigade Committee recommend that four Dennis fire appliances be ordered.

Oxford City Council are to acquire two Karrier Gamecock refuse collectors from G. R. Hartwell, Ltd.

Caterham and Warlingham Urban District Council require a tipper, an Austin A35 van and two refuse collectors.

Eccles Borough Council are recommended to purchase an S.D. refuse collector, also a Bedford lorry from Hill's Garages.

Doncaster Town Council are recommended to buy a Thames-Rawlinson tower wagon from E. and C. Charlesworth, Ltd.

Durham County Council are to buy nine Thames tippers from Furlongs, Ltd., and two Commer vehicles and eight Karrier Bantam tippers from Minories Garages, Ltd.

Great Yarmouth Watch Committee recommend that Carmichael and Sons (Worcester), Ltd., should supply a fire appliance. The highways committee require three 4-tonners. The parks committee wish to buy a Thames 1½-tonner from Pertwee and Back, Ltd.

Glasgow Housing Committee seek to buy an Irlon Kestrel fork-lift truck from Millburn Motors, Ltd. The transport committee wish to acquire a Thames van from George and Jobling, Ltd. The stationery committee propose to purchase a Commer 1½-ton van from Armour Motors (Glasgow), Ltd.

Morrison Electricar Keeps Ships Moving

BELIEVED to be the first vehicle of its kind in operation, a Morrison Electricar has been delivered to the Port of London Authority fitted out as a mobile electrical workshop. It can transport a fully equipped repair team to breakdowns anywhere in the Royal Group of three large dock systems.

The 30-cwt. long-wheelbase chassis had its workshop body constructed by F. G. Smith (Motors), Ltd. Goodmayes, to the requirements of the P.L.A. Aluminium sheet provides the body skin, and framing is of seasoned hardwood, with an interior lining of plywood. The floor is unbroken by wheel-arches, and the rear end is dropped to form a well.

At the front of the body is a separate stores compartment with a single door to the nearside. The cab will accommodate three people, including the driver.

"SORRY" MAY BE ADMISSION IN TRAFFIC CASES

AN analysis by solicitors acting on behalf of members of the Automobile Association summoned for minor traffic offences shows that one in six says, "I'm sorry," when stopped by a magistrate for the alleged offence.

The apology, intended as a spontaneous expression of regret at causing inconvenience, appears on the police statement of facts required by the courts. Members have thought that, to a magistrate, the words might imply guilt.

Another aspect of the new "rubber-stamp" operation of the Magistrates' Court Act indicates a frequent lack of accuracy in essential detail. Cases have come to notice in which a defendant's name has been mis-spelt on the statement of facts, registration numbers have been wrongly quoted, and even the colour of a vehicle has not been given correctly.



This 450-ft.-long Le Tourneau transporter runs on what are stated to be the largest tyres in the world. Each of the 52 wheels is driven by an electric motor, and nuclear propulsion may eventually be applied.

Lorry Drivers May Join Safety League

A SECTION of the Finchley League of Safe Drivers has been formed for drivers of heavy goods vehicles. The object of the League is to promote safety by requiring that members shall reach and maintain a high standard of driving skill. They are required to prove their knowledge of the Highway Code and maintenance procedure, and are given driving tests with an annual refresher.

Entry fee is £1 1s. This covers the first driving test, whilst the fee for the annual refresher is 10s. 6d. Mrs. L. Duncan, organizing secretary, reports that several local operators and drivers have shown interest. Applications may be made to her at Finchley Municipal Offices, East End Road, London, N.3.

BUSMEN VOTE AGAINST PROTEST STRIKES

BY a narrow majority, Doncaster trolleybus crews last week voted against strike action as a protest over running times. Instead, they agreed to accept a compromise by the general manager, Mr. T. Bamford, on the timing for the Beckett Road service. This has been cut from 24 to 21 minutes, but it will now alternate between 22 and 23 minutes.

Mr. Bamford has also offered to go into the question again if this scheme proves unworkable. The crews had complained that faster running would affect safety and make it difficult to keep to schedules. They had threatened to strike every Friday until the original timings were restored, alleging that Mr. Bamford had rejected all their approaches.

RUTLAND VEHICLE SPARES

SPARES and servicing information for Rutland and M.T.N. vehicles, formerly manufactured by Motor Traction, Ltd., can now be obtained from Waggon Rutland, Ltd., 230 Strand, London, W.C.2.

Waggon Rutland have acquired the name and the rights to carry on manufacture of these vehicles, and have bought all Motor Traction's drawings and specifications.

n20

450-ft. Cross-country Transporter

INTENDED for cross-country operation in areas such as the Arctic or the Sahara, a multiple trailer outfit comprising 10 four-wheeled units with a six-wheeler at each end of the train has been evolved by R. G. Le Tourneau, Longview, Texas. All 52 wheels are driven by electric current. The outfit is said to lend itself to traction by nuclear power.

Each wheel has an electric motor geared directly to the rim, and the tyres are 10 ft. high and 4 ft. wide.

NEW TRANSPORT COMPANIES

Muggeridge Transport, Ltd. Cap. £100. Dirs.: Ellen Muggeridge, 79 Blackwell Farm Road, East Grinstead, and Francis M. Muggeridge, Riding Stables, Felbridge, Sussex. Sec.: F. M. Muggeridge. Reg. office: 78 Blackwell Farm Road, East Grinstead.

Meacher's Transport, Ltd. Cap. £5,000. Dirs.: Frederick R. Meacher, Raymond F. Meacher and Derek J. Meacher, 10 Sunser Road, Totton, Hants, and Desmond R. Meacher, 68 St. Michael's Road, Totton. Sec.: D. R. Meacher. Reg. office: Westfield Road, Totton.

A. E. Johnson (Transport), Ltd. Cap. £1,000. Dirs.: Norman Barrow Johnson and Bryan E. Barrow Johnson. Sec.: T. A. Herbert.

A. G. Philpott, Ltd. Cap. £2,000. Dirs.: Albert G. Philpott and Mrs. Catherine Philpott, 5 Members Close, Fair Oak, Eastleigh, Hants. Sec.: Catherine A. Philpott. Reg. office: 5 Members Close, Fair Oak, Eastleigh.

Steering controls are located in each of the six-wheeled units, as the train can be driven either forward or in reverse, and the tracking of all axles ensures that all wheels follow the same path.

Suspension arrangements incorporate walking beams and oscillating axles. Some 2,000 h.p. is developed to propel the outfit, the carrying capacity of which is not revealed. It is 450 ft. long, whilst the units are about 16 ft. wide.

DATA ON LAMPS

INCLUDING 13 schedules of ratings, dimensions and requirements for initial readings and life tests for lamps, "British Standard for Automobile Filament Lamps" has been published at 12s. 6d. by the British Standards Institution, 2 Park Street, London, W.1.

Detailed requirements are specified for the selection of filaments, and inspection and rating tests are based on a system of double sampling.

Coaches Penetrate Iron Curtain

MEMBERS of the Hywel Girls' Choir, of Llanelli, under the direction of the conductor, Mr. John Hywel Williams, are fulfilling a series of engagements in Czechoslovakia. They are making the 3,000-mile journey in two coaches supplied by the South Wales Transport Co., Ltd.

The two Fanfare coaches have been modified to provide racks for the 162 costumes and uniforms used by the choir. The journey to Czechoslovakia was virtually non-stop, much of the running being done by night. South Wales Transport staff on the tour includes five drivers and a fitter. After appearing in 17 towns behind the Iron Curtain, the choir is due back about the end of this month.

WEIGHT CHECK BRINGS FINE ON HAULIERS

WHEN a weights and measures inspector checked a load of sand being driven through Wiveliscombe, Somerset, he found that the consignment was 13½ cwt. heavier than stated in the driver's conveyance note. This was stated at Wiveliscombe Magistrates' Court, last week, when the owners of the vehicle, Perry and Perry, Ltd., hauliers, Beaminster, Dorset, were fined £5 for giving a false description of the weight carried.

For the company, it was stated that the sand was weighed on a machine not owned by them, and the figures were entered by the weighbridge clerk.

The driver was fined £1.

BID FOR TANK BUILDERS

THE engineering concern of John Thompson is making a bid for the purchase of Thompson Bros. (Bilston), Ltd., the prominent tank builders.

The consideration is 35s. cash for each 6 per cent. tax-free £1 preference share of Thompson Bros., and one 5s. ordinary share in John Thompson for every two 5s. ordinary units of Thompson Bros. The offer will be made by Lazard Bros. and Co., and has to be approved by the Treasury.

Exports to Iron Curtain Countries

IT is now permissible to export all types of vehicle, other than those built to military specifications, to countries in the Sino-Soviet bloc. These countries are: Albania, Bulgaria, China, Czechoslovakia, Hungary, North Korea, North Vietnam, Poland, Rumania, Soviet Union, Eastern Germany and Tibet. The export of tyres is also allowed.

No great increase in trade is expected. An official of the British Motor Corporation has commented: "The countries concerned have not got the currency to do more than continue the limited trade with the British motor industry already in operation, and we cannot do business on barter-trade propositions."

CEYLON TRANSPORT BOARD FACE MORE PROBLEMS

ANOTHER plea for Government help has been made by the Ceylon Transport Board, following a sharp increase in their wages bill. When buses were nationalized last January, wages totalled £132,000 a month, but there have been two increases. The Prime Minister has now directed that within three months higher wages must be paid to all other employees, bringing the total monthly wage expenditure to £225,000.

The Board have urged that their earlier demand for a £3½m. loan should be given urgent consideration so that the higher wages can be met, together with the cost of replacing worn-out rolling stock.

The Board are also in trouble in Colombo, where the municipal authority have demanded that their vehicles should not ply in the city. The council claim that trolleybuses are losing money because of this competition.

TAXI OWNERS PROTEST

TAXI owners in Shrewsbury have been warned by the town clerk that in future licences will not be granted for new cabs unless they are the standard Metropolitan-type vehicle. There are 16 taxi proprietors in the town at the moment, five of whom operate this type of vehicle, whilst the rest run normal private cars.

Operators have protested against the proposal, pointing out that they do a great amount of private hire work where Metropolitan-type vehicles would not be suitable.

BUS CHANGES PLANNED

SEVERAL routes in Bexhill covered by Maidstone and District Motor Services, Ltd., are to be altered when trolleybuses leave the district early next year. The company have applied to the South Eastern Traffic Commissioners for permission to reorganize their services.

Glasgow Cuts Time for Tram Replacement

GLASGOW'S 600 trams are to be replaced by oil-engined buses within the next five years, Cllr. James Bennett, convenor of the transport committee, announced last week. He said that by 1961 all the old type trams would have been withdrawn, leaving 250 of the Coronation type to be taken off the road by 1963.

The original plan was for the fleet to be replaced over a period of 15 years, but Cllr. Bennett thought the best idea was to get on with the job immediately. The replacements would cost £2½m. in the first

Dodge Converted for Bulk Deliveries

RECENTLY supplied to Joseph Warr, Jnr., Ltd., Brierley Hill, Staffs, by Geo. H. Kendrick, Ltd., West Bromwich, a Dodge forward-control tipper with a Boys trailing axle is giving improved economy in bulk coal distribution from Midland collieries. This is the first vehicle based on a converted chassis to be employed by the haulage company and augments the number of Dodge vehicles in the fleet to a total of 10.

In standard form the Dodge has a wheelbase of 13 ft. 7½ in. and a rated capacity of 7 tons. Extending the wheelbase to 15 ft. 8½ in. has increased the length of the chassis to 17 ft. 10 in. and the vehicle now has a rated capacity of 10 tons.

It is equipped with a fixed-sided timber body having a steel-lined floor, which is mounted on 4-in. by 2-in. channel-section members and elevated by an Ebro 4 LNS twin front-of-body gear. The unladen weight of the vehicle is less than 6 tons.

This model is powered by the Leyland



This Dodge forward-control tipper with Boys trailing axle is being used on coal haulage by Joseph Warr, Jnr., Ltd. It has the Leyland O.351 oil engine and was supplied by Geo. H. Kendrick, Ltd.

three years. No additions would be made to the 200-vehicle trolleybus fleet.

Figures for the last financial year showed that the undertaking had an accumulated deficit of £261,406. During the year, trams lost £577,003, but both trolleybuses and motorbuses made profits, as did the underground system.

READY FOR FREE TRADE

A CENTRAL advisory service has been set up by Guest, Keen and Nettlefolds, Ltd., to help the 57 British companies in the group to take full advantage of European free trade.

The service will be known as the G.K.N. Group Export Service Organization (Geso), and will operate from Shell Mex House, Strand, London, W.C.2. It will be under the direction of Mr. H. W. A. Waring, managing director of Brymbo Steel Works, Ltd.

COVENTRY ROAD PLAN

ONE of Coventry's most important thoroughfares, Queen Victoria Road, is to be diverted at its northern end to lead straight into Corporation Street. The cost of the project will be £160,000, of which half is being paid by the Ministry of Transport.

O.351 oil engine and the torque is relayed by a five-speed gearbox to an Eaton 18500 two-speed axle.

"ANY ACTION" TO GET HIGHER PAY

DELEGATES at the annual conference of the Confederation of Shipbuilding and Engineering Unions, at Paignton last week, unanimously passed a resolution pledging full support for any action which may be considered necessary to enforce their claim for a 6-per-cent. increase in wages. They decided also to negotiate for three weeks' paid holiday and for higher holiday pay based on average earnings.

A resolution calling for further nationalization was passed.

BUS COMPANIES MERGE

BUS services operated by A. J. Long, Glemsford, Suffolk, have been amalgamated with those of Corona Coaches, Ltd., Sudbury. Mr. E. F. Long has joined the board of Corona Coaches, but intends to continue the haulage side of the Long business.

Corona have also applied to take over the London express licence of S. Blackwell and Sons, Earls Colne, Essex.

New Equipment and Publications

Powder Couplings

A POWDER coupling introduced by Specialloid, Ltd., 20 Black Bull Street, Leeds, provides a torque-limiting device. Known as the Dry-fluid coupling, the unit comprises a hardened steel rotor which forms the output member, and a housing which is driven by the engine.

The powder medium is in the form of spherical heat-treated steel shot, which is impelled outwards by centrifugal force as the speed of the engine increases to form tightly packed metallic rings between the sides of the rotor and the perimeter of the housing.

Under normal operating conditions, it provides direct drive without slip or loss of efficiency. If necessary, however, a coupling can be fitted which slips at a pre-determined overload. The device also acts as a torsional-vibration damper throughout the speed range of the power unit, and does not transfer a dangerous frequency from one speed range to another.

Floor Paint

A RESIN-BONDED paint marketed under the name of Rougatite, by Weatherproof Compositions, Ltd., Dunmow, Essex, is intended for use on floors, stairways and other surfaces subject to hard wear and oil or chemical spillage.

The paint, which may be applied by brush, broom or spray to concrete, stone, brick, timber, metal or composition floorings, gives a non-slip finish and will take pedestrian traffic after 30 minutes and heavy traffic after 2 hours. It can be applied in humid conditions, and is said to give a tenacious seal unaffected by weathering, petrol, oil or alkalis. Cleaning may be carried out by washing, scrubbing or polishing.

A gallon of the paint will cover from 30 to 40 sq. yd. It is available in red, white or grey, whilst other colours can be supplied to special order.

Tipper Handbook

RECOMMENDED lengths and capacities for tipping bodies on most British commercial-vehicle chassis are given in their revised "Tipper Handbook" by Ebro-B. and E. Tipper, Ltd., Quebec Street, Bolton.

End and three-way tipping bodies are covered and the correct Ebro gear for use in each case is specified. A further section of this useful booklet is devoted to a table of weights and measurements for a wide range of materials in lb. and cwt. per cu. yd. and kg. per cu. metre.

Revealing Air Loss

PRICED at £1 1s. retail per set of four, Indicaps are aluminium indicators for screwing on to tyre valves, taking the place of the caps, and showing when 3 p.s.i. has been lost from the normal level of inflation. A small red plunger protrudes when pressure is within 3 p.s.i. of normal, but disappears inside should such a loss of air occur.

This allows a quick visual check to be made, but these accessories may be

For use by pedestrians, only the lower sections of these doors need be slid aside, so that less heat escapes from inside the building than if the aperture were opened for its total height. The upper sections may be opened to admit tall vehicles.

regarded as being more valuable as a means for detecting leaks than a substitute for regular checking with a gauge as a drop of 3 p.s.i. from a tyre running at 24 p.s.i., for example, may be considered excessive.

A member of the staff of *The Commercial Motor* tried a set of Indicaps on his car for 2,000 miles, during which there was no significant loss of air from



This magnified picture of a Somers Indicap shows the plunger which protrudes as long as tire pressure is within 3 p.s.i. of the setting.

the tyres—an assurance that the units were probably as effective as valve caps in sealing the valves. When first fitted, the plungers of two of the units were reluctant to appear, but duly popped out after a few miles running. Indicaps are sold by John Somers, Ltd., 142 Edgware Road, London, W.2, pre-set in stages of 2 p.s.i. between 18-34 p.s.i.

Iron-powder Electrodes

FERROLUX is an iron-powder electrode introduced by Quasi-Arc, Ltd., Bilton, Staffs, for high-speed welding in the flat and vertical positions. It is stated that such electrodes permit quicker welding and longer runs than conventional electrodes. Ferrolux electrodes are made in lengths of 1 ft. 6 in. in sizes from 10 s.w.g. to $\frac{1}{2}$ in. diameter.

Sliding Stable Doors

HEAT losses through large doors in industrial buildings can be considerable. An attempt to solve this problem has been made by Coburn Engineers, Ltd., Peasmash, Surrey.

Instead of having two single sliding



doors to cover the entrance, each door is horizontally divided in two and a second sliding rail provided at the mid-point. Thus the lower doors may be opened independently from the top pair for the passage of small trucks and staff. When a large vehicle has to enter, bolts are slid upward, joining the upper and lower sections of each door, which can then be slid back together complete with the central track.

Securing Hoses

DESIGNED for securing delivery hoses to the side of a tanker vehicle, a range of webbing straps covered with p.v.c. to make them oil resistant and waterproof is being manufactured by Tannoid, Ltd., Church Row Works, Wandsworth Plain, London, S.W.18.

The standard strap is 3 ft. long and $1\frac{1}{2}$ in. wide. Complete with a buckle and end-piece it costs 4s. Normally olive green, the straps can be supplied to special order in any colour or dimension.

Non-slip Tread

STEP treads made of aluminium oxide bonded with polyvinyl chloride, are being manufactured by the Adamite Co., Ltd., 94-98 Petty France, London, S.W.1. After six months' trial on 12 Metro-Cammell bus bodies, this type of tread, known as the Altro, has been specified for further bodies made by the company.

The material from which the treads are made is flexible and hard wearing, and is said to be non-slip whether wet or dry.

Pump Standard

A BRITISH standard for coolant pumps for internal-combustion engines is now obtainable from the British Standards Institution, 2 Park Street, London, W.1. price 5s.

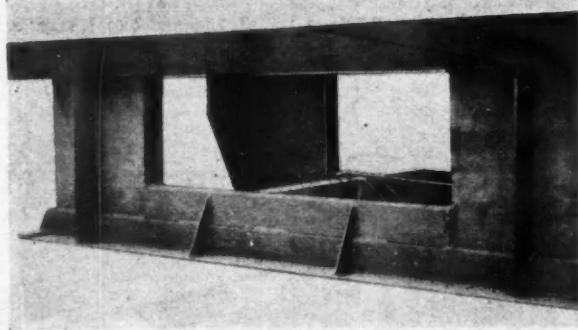
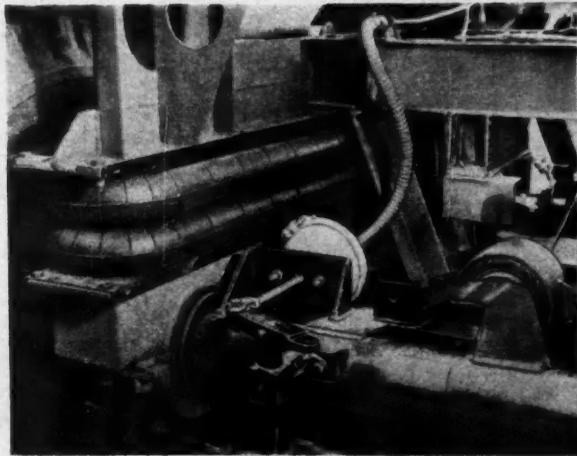
Covering both centrifugal and axial-flow pumps for engines up to 250 b.h.p., the publication specifies shaft diameters and housing dimensions, together with recommended sizes for suction and discharge ports.

Air Springs for Eagle Trailers

INDICATIVE of growing interest in air-suspension systems by trailer manufacturers is the news that of four semi-trailers to be shown by the Eagle Engineering Co., Ltd., Warwick, at the Commercial Motor Show next month, three will have springs of this type to the design of the André Rubber Co.

The air-sprung exhibits will consist of two platform semi-trailers and a 3,280-gal. frameless tanker. The first of the platform semi-trailers, now nearing completion, is being built for Reed Transport, Ltd., to carry baled paper.

(Right) How the axles are embedded in the surge tanks. Direct metal-to-metal contact is avoided by means of a rubber bush. The rubber mounting carrying the end of the location member can also be seen.



Air springing has been specified because the semi-trailers used by this operator usually carry loads in only one direction and it is thought that when the semi-trailer is running unladen this suspension system will be less subject to wear than normal leaf-spring layouts.

The semi-trailer itself is notable in that it is designed to carry a payload of 16½ tons when coupled to a Foden FGTU6/20 tractor. The weight of the semi-trailer has been kept down to 3 tons 3 cwt, even though a double diagonally boarded wooden deck is specified.

The frame is of bolted construction, with two longitudinal inner members 8 in. deep, with 3-in. flanges, and two 7-in.-deep outer members. An interesting weight-saving feature is the use of tubeless tyres. Those fitted are Firestone 10.00-22.5 in. (12 ply) and the total saving over conventional types is 1 cwt.

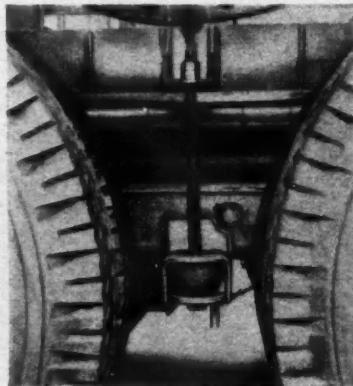
Welded to the two main members of the frame is a substantial sub-frame to carry the rear bogie. This is braced by two struts running from the bottom of the structure to join the main frame behind the vertical landing gear.

Two-compartment André air-pillows are used. They are 5 ft. 6 in. long and 8½ in. wide, and for the Eagle application are set to an installed height of 6 in. The pillow on each side is sandwiched between a plate mounted on the bottom of the sub-frame and a welded-steel surge tank with a capacity of 1,150 cu. in., capable of permitting a frequency of 106 c.p.m. laden.

Two semi-circular cradles are incorporated in the bottom of each surge tank to receive the tandem tubular axles, the tanks thus acting as a beam to locate the axles. Caps are bolted in position to secure each axle.

Transfer of stress from the axles to the tanks when one wheel rises or falls in relation to the other is avoided by the provision of a rubber bush between these components.

For location under acceleration and braking forces, triangular pressings are welded to the leading edges of each axle



A rod on each side of the bogie obviates excessive rebound when the trailer is unladen, which might damage the air-pillows.

tube at the centre line. These horizontal members are carried forward to cradles, suspended from the frame, where they are mounted in large Silentbloc bushes which cater for forces arising from the rise and fall of the wheels, side thrust when cornering and the movement of one axle relative to the other.

Horizontal forces occurring during braking are controlled by rubber compression washers fitted at the front of the main bushes.

Damping for the suspension is provided by single telescopic shock absorbers fitted on each side of the bogie and sloped inwards to reduce roll. Rebound is controlled by two vertical rods rigidly secured to brackets on the sub-frame, passing through eyes welded to the side of the surge tanks. At the end of each rod a rubber buffer is fitted, which, being below the eye, can check excessive bounce.

The height-control and levelling valve for each pillow is operated through a linkage attached to the surge tank at the centre line of the bogie. The setting of the valves gives a 10-second delay and a plus or minus ½ in. deflection of the pillow is required to cause them to open.

Air pressure is provided from a 3,500-cu.-in. reservoir fed in its turn from the reservoir for the two-pipeline air-pressure brakes. A non-return valve in the line between the two air tanks is set to pass air only when the pressure in the braking system has reached 65 p.s.i., thus ensuring that the action of the suspension will not endanger brake efficiency.

Capable of carrying up to 20 tons, the air-pillows used are working well within their limits on the Eagle bogie, for the imposed load should not exceed 15 tons 12½ cwt.

The pillows are unprotected, as experience has shown that when mounted in this position they are not subjected to damage by stones and other debris thrown up by the wheels. However, should they be fractured or should any part of the air supply fail, the provision of solid-rubber pads inside the pillows themselves will enable the semi-trailer to continue in operation until the damage has been repaired.

SEDDON EXTEND IN MULT

MAXIMUM-CAPACITY six- and eight-wheeled chassis have been announced by Seddon Diesel Vehicles Ltd., Oldham, Lancs. These models are the first of this type to be produced by Seddon, who have hitherto concentrated on four-wheelers and passenger chassis, but their specifications suggest that they will make an immediate appeal to home and overseas operators of this class of vehicle by virtue of their simple design and choice of power units, transmissions and bogie layouts.

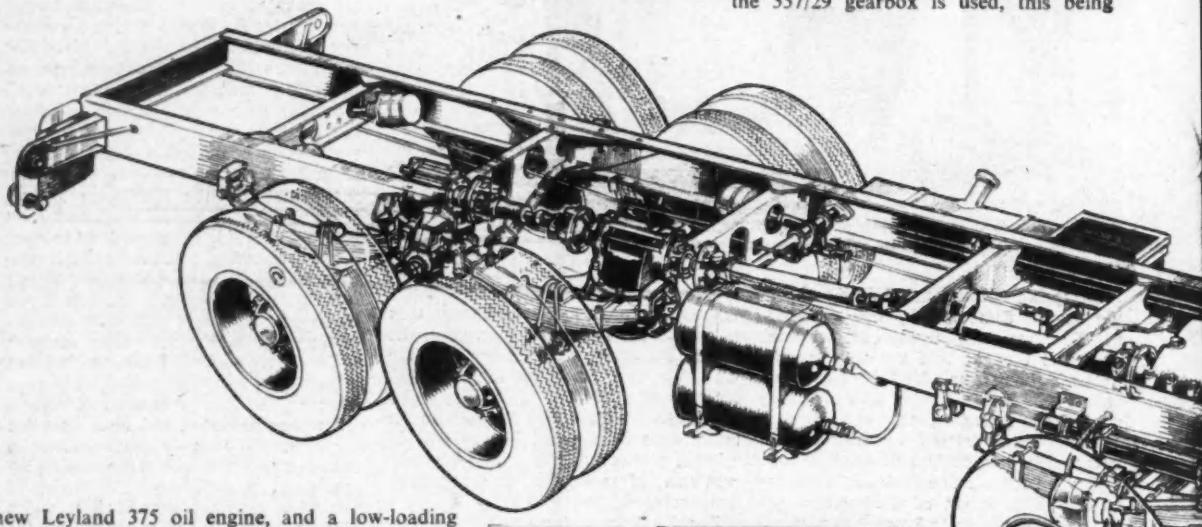
The Sirdar M Cummins-engined six-wheeled 40-ton-gross tractor and the Pennine Mk. 19 lightweight passenger chassis, which has an A.E.C. AH 410 horizontal oil engine, are also announced. A description and road-test report of the Pennine appear on pages 108-110.

Examples of these new models will be seen on the Seddon stand at Earls Court next month. A new version of the Mk. 15/10 10-ton chassis, which is powered by the

The heavy-vehicle range is completed by two twin-steer six-wheelers, both of which are rated for use at 18 tons gross. These models are the TS6 general haulage chassis, which has a wheelbase of 19 ft., and the TS6TP tipper of 14-ft. wheelbase.

The standard engine offered with these models is the new six-cylindered 150 b.h.p. Gardner 6LX, with the option of the Gardner 6LW 112 b.h.p. unit and the Cummins HF 6 oil engine. The Cummins has a cubic capacity of 11.01 litres and outputs of 168 b.h.p. at 2,100 r.p.m. and 495 lb.-ft. at 1,450 r.p.m. With the Gardner engines a hydraulically actuated 16-in.-diameter single-dry-plate clutch is employed, and the Cummins unit has an 18-in. air-operated clutch.

David Brown gearboxes are used with the Gardner engines. The standard 6LX unit has the D.B. 557/480 five-speed constant-mesh gearbox, which has forward ratios of 7.95, 4.7, 2.78, 1.56 and 1 to 1, reverse being 7.95 to 1. With the 6LW engine the 557/29 gearbox is used, this being



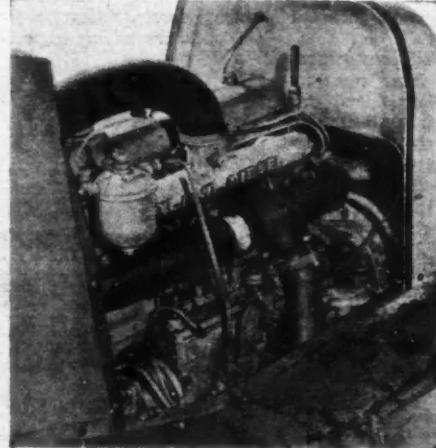
new Leyland 375 oil engine, and a low-loading model of the Mk. 15 7-tonner, fitted with 8.25-15-in. tyres, will also be exhibited.

Another innovation will be found on the Eagle stand. This is a Mk. 14 tractor unit with an A.E.C. AV 470 oil engine, this unit now being optional in all versions of the Mk. 14.

The new heavy-vehicle range comprises eight models. Three of these are eight-wheelers: the DD8 and the SD8 are 17-ft. 9-in.-wheelbase models, the former having a double-drive bogie, whilst the latter has a single-drive unit. The third eight-wheeler is the DD8TP, which has been designed for tipper use and has a wheelbase of 14 ft. 6 in. All these vehicles are rated for a gross weight of 24 tons and are suitable for trailer operation.

Three six-wheelers are also available, all with double-drive bogies. The load carriers are rated for a gross weight of 20 tons and consist of the DD6 17-ft. 9-in.-wheelbase general haulage model and the DD6TP 14-ft. 6-in.-wheelbase tipper. In addition, there is the DD6TC 11-ft. 6-in.-wheelbase tractor unit, which can be operated at a gross train weight of 40 tons.

824



The Mk. 15 10 10-tonner is now available with the new Leyland 375 125 b.h.p. oil engine as an alternative to the Perkins R.6 and Gardner 4LW units. The large cowl opening gives good engine accessibility.

First
Anno
Inclu
Unit

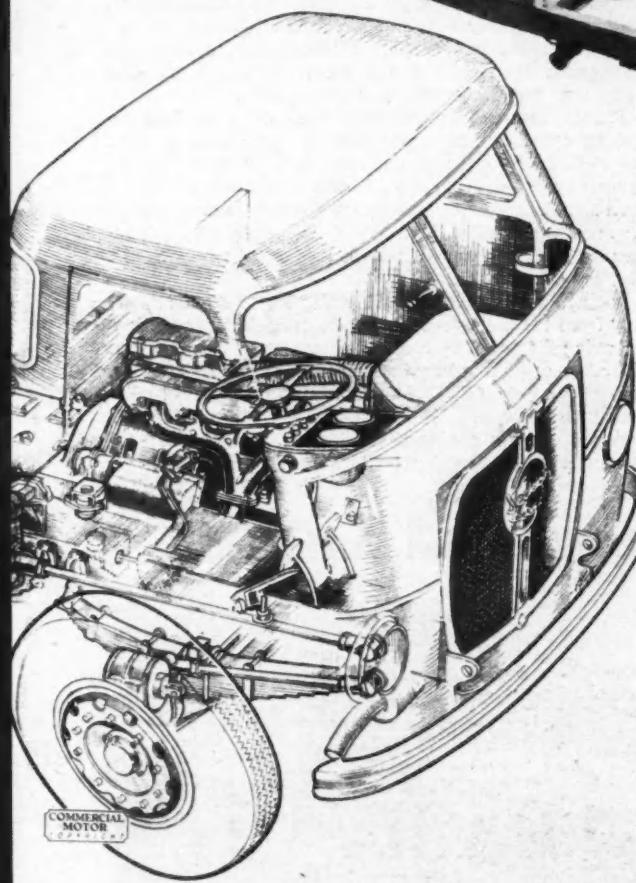
This exclusive drawing of the new DD8 eight-wheeler shows the features of the design. Gardner Cummins oil engines are offered models of the new range, which twin-steer and rear-bogie sixes. The full-width cab provides comfort. The DD8 has a wheelbase of 17 ft. 9 in. and a double-drive.

WHEELER MARKET

similar to the 557/480 except for slightly different ratios.

With the Cummins engine a Fuller R96 10-speed gearbox is employed. The forward ratios are 9.65, 7.43, 5.8, 4.48, 3.54, 2.73, 2.21, 1.64, 1.27 and 1 to 1, the high- and low-range reverse ratios being 3.18 and 11.26 to 1. There is provision for fitting a power take-off on either side.

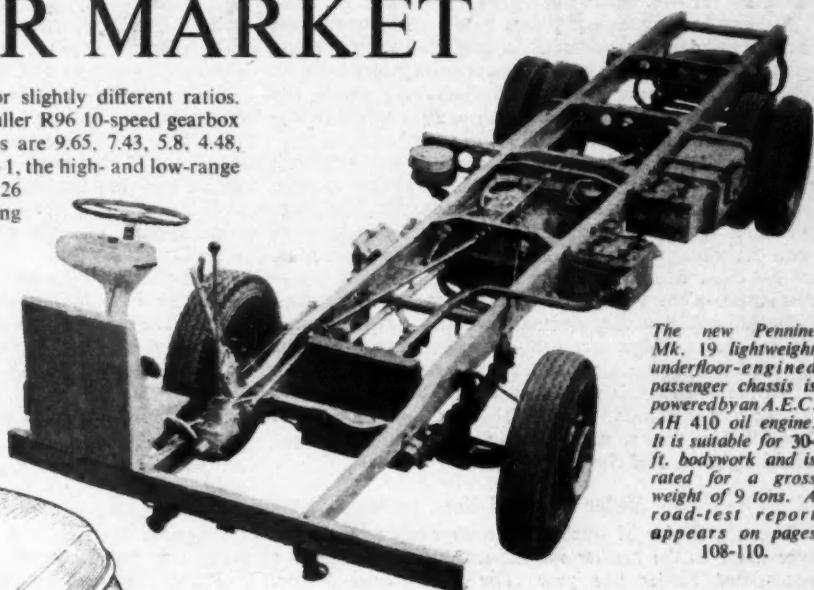
*Seddon Six- and Eight-wheelers
Seddon: Other New Models
a Sirdar 40-ton-gross Tractor
and A.E.C.-powered Lightweight
Passenger Chassis*



*Seddon
principal
r and
in all
includes
wheelers.
maximum
base of
whe*

In all cases the gearbox is unit-mounted with the engine, a four-point layout being employed. The engine is tilted downwards at its rear end so that the top of the bell-housing lies below the normal body line, thus allowing the body to be built to within 2 in. of the rear of the cab.

All chassis have two-piece propeller shafts with Hardy Spicer needle-roller-bearing universal joints. All the single-drive-bogie chassis and the Cummins and Gardner 6LX-engined chassis have overhead-worm axles with 8½-in. centres, but 7½-in. centre axles are used when the 6LW



The new Pennine Mk. 19 lightweight underfloor-engined passenger chassis is powered by an A.E.C. AH 410 oil engine. It is suitable for 30-ft. bodywork and is rated for a gross weight of 9 tons. A road-test report appears on pages 108-110.

engine is fitted. The double-drive bogies are offered without a third differential, with a conventional third differential, or with a new type of air-operated lockable third differential, which is engaged by a small switch on the instrument panel.

A choice of two types of rear suspension is available. The normal road-vehicle version is a four-spring-and-balance-beam layout, the springs being 3 in. wide and 47 in. long. For rough work a fully articulated two-spring system is offered, this having two 47-in.-long inverted semi-elliptic springs.

Conventional beam front axles are employed, and the king-pins are carried in tapered-roller bearings. The front suspension consists of single-rate 48-in.-long springs, the leaves of which are 3 in. wide.

Air brakes are used throughout the new range, and the eight-wheelers have eight-wheel brakes as standard. Split-circuit systems are incorporated, and in the case of the eight-wheelers the first and third axles are on one circuit and the second and fourth axles on the other. The dual E valve is mounted on the frame and is actuated by a conventional brake pedal.

The front and rear brakes on all models are 16½ in. in diameter; the front facings are 4 in. wide and the rear facings 6 in. The brakes are actuated by piston-type cylinders, 5-in.-diameter assemblies being employed at the front, with 6-in.-diameter frame-mounted cylinders operating the rear brakes. A Neate multi-pull hand brake is fitted.

Marles cam-and-double-roller steering is used on all models and Vickers-Detroit hydraulic steering servos are available. A 21-in.-diameter steering wheel is fitted.

The frames of the new vehicles are built up from $\frac{1}{8}$ -in.-thick steel pressings and bolted construction is used throughout. The side members, which have 3-in. flanges, have a constant depth of 10½ in., and in the case of the eight-wheelers bracing is provided by seven deep cross-members. A 60-gal. fuel tank is carried on the left side of the chassis behind the batteries.

Standard tyres fitted to the new models are 9.00-20 in. (12 ply), carried on 6.00T wheels which have a 10-stud

mounting for $\frac{1}{2}$ -in. B.S.F. studs. A spare wheel is included.

Starting and lighting equipment is 24 v. The instruments include speedometer, odometer, ammeter, dual air-pressure gauge, temperature gauge and the normal lighting switches. The standard chassis equipment includes the scuttle and dash assembly, cab floor, wheel-arches, front wings, heavy-section front bumper and a full kit of tools.

A new design of plastics-panelled cab is available with the range. Its upper section and grille are similar to those of the Mk. 15 cab, although the grille is deeper. The lower panelling is somewhat different, the skirting being flush with the upper panels and integral with the main section of the cab. Standard fittings include a full-width wrap-round two-piece windscreens, curved rear quarter lights, fully adjustable driving seat and two-man passenger seat. Seddon-built timber or light-alloy bodywork can be supplied to specification, painted and lettered as required.

All the new models are 8 ft. wide and the eight-wheeler has an overall chassis length of 29 ft. 6 in., giving a frame length behind the cab of 24 ft. 0 $\frac{1}{2}$ in. The estimated weight of the eight-wheeled chassis and cab is 6 $\frac{1}{2}$ tons.

Sirdar for Road Use

The new Sirdar M tractor, although carrying the same type name as the heavier six-wheeled 30-ton-gross chassis road-tested earlier this year (*The Commercial Motor*, April 25), is much lighter and is intended solely for use as a road tractor suitable for payloads of 25-28 tons.

As with the larger vehicle, it is a normal-control design, the cab and frontal styling being identical with those of the 30-ton-gross chassis. It has a wheelbase of 14 ft. 6 in., overall width of 8 ft. and overall length of 22 ft. The unladen chassis and cab weight is approximately 7 tons 2 cwt.

Power is supplied by a Cummins HF 6 oil engine, as offered with the new six- and eight-wheeler, and an 18-in. diameter single-dry-plate air-operated clutch is fitted. A Fuller Roadranger R 96 gearbox is unit-mounted with the engine, and its ratios are the same as those of the R 96 box used in the new heavies.

Power is transmitted through a two-piece propeller shaft

to the heavy-duty rear bogie. This has overhead-worm-drive axles with 8 $\frac{1}{2}$ -in. centres, and an air-operated lockable third differential is standard. There is a choice of axle ratios—7.25 or 8.25 to 1.

Fully articulated suspension is embodied in the bogie, using two inverted semi-elliptic springs 54 in. long. These have 5-in.-wide leaves, and the layout permits a diagonal difference in the wheel level of 12 in. Rubber-bushed torque arms are employed. The front axle is a similar unit to that used on the new heavy-duty road vehicles, whilst the front springs are single-rate units, 48 in. long and 3 in. wide.

Split-circuit air-pressure braking is incorporated in the Sirdar M, and 16 $\frac{1}{2}$ -in.-diameter brakes are employed at all axles. The front facings are 4 in. wide, whilst those at the rear are 6 in. wide, giving a total frictional area of 834 sq. in. A multi-pull hand brake is used.

Robust Frame Construction

Frame side members are of similar section to those of the other new six- and eight-wheeler. Six cross-members are incorporated, and the side members are heavily flitched adjacent to the rear bogie. Fitted bolts are employed throughout the assembly, and the frame has a constant width over the side members of 3 ft. 1 in.

Marles cam-and-double-roller steering with Vickers-Detroit hydraulic servo is standard. The standard tyres are 11.00-20 in. (12 ply) mounted on 7.33-20 in. wheels. Several tyre options are available. The hubs have 10 B.S.F. studs and the spare wheel, which is standard, is mounted on a winch-type gear. The maximum recommended front-axle and rear-bogie loadings are 5 $\frac{1}{2}$ tons and 18 tons respectively.

The new forward-control Mk. 15/10 10-ton chassis differs only from the earlier models (which remain in production) in having the new Leyland 375 oil engine. This develops 125 b.h.p. at its maximum governed speed of 2,500 r.p.m. and 109 b.h.p. at 2,200 r.p.m. as used in the Seddon. The peak torque output is 282 lb.-ft. at 1,400 r.p.m. The 375 engine is used in conjunction with the Meadows 250 C5 five-speed constant-mesh gearbox and 14-in. clutch.

THE prototype of a new range of ambulance bodies of plastics construction is to be exhibited by the manufacturers, Wadham Brothers (Coach-builders), Ltd., Waterlooville, Hants, at the Commercial Motor Show. The chassis chosen is the Morris LD, with 2,199 c.c. petrol or 2.2-litre oil engine.

The body is of double-skin construction with a number of integrally moulded metal inserts for location and fixing. Generous vision is provided by a large wrap-round windscreens, and interior light is improved by leaving the centre section of the roof moulding unpainted.

The body is based on a metal under-frame and is insulated by rubber and metal compounded mountings. In the interior, liberal use has been made of aluminium panels, smoothly contoured throughout to avoid dirt-traps. Lockers are provided below the loading gear and stretcher seat, above the driver's cab and underneath the attendant's seat.

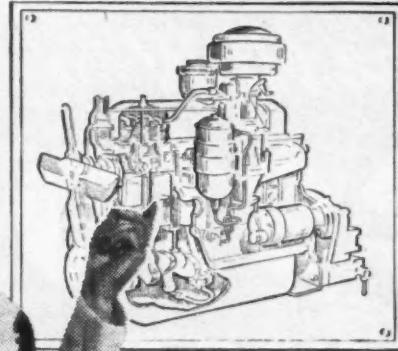
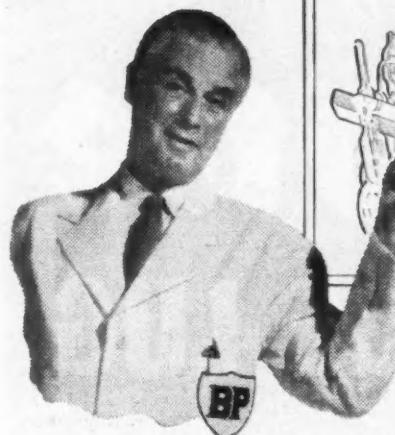
Equipment includes Morris low-loading gear, a self-elevating foam-rubber bed, and a Wadham patent seat that can be reversed to form a second stretcher carrier. It is expected that the complete ambulance will sell for less than £1,500.

B26

New Plastics-bodied Ambulance



The new Wadham plastics ambulance body is suitable for the Morris LD chassis. The vehicle is expected to sell for less than £1,500.

**THE BP RESEARCH STATION****ENGINEER SAYS—**

"Advances in engine design over the past few years have made the development of greatly improved lubricants a matter of vital concern to the vehicle operator. Suitable and unsuitable oils may look alike but it is

PERFORMANCE which really matters. BP Energol motor oils are unexcelled in providing complete engine protection against the higher operating temperatures, loading and speeds of the modern internal combustion engine."

Stop 'using' oil —start using



BP Energol is a product of The British Petroleum Co. Ltd.

Distributed by THE POWER PETROLEUM CO. LTD.

Head Office: 76/86 STRAND • LONDON W.C.2

Branches and Depots throughout the country

The NEW

Firestone

SUPER MILEAGE LUG

THE DUAL-PURPOSE REAR-WHEEL

TRACTION TYRE with all
the features you're demanding

POWER BITE TRACTION

Be it on main roads, by-roads, or no roads the Super Mileage Lug tyre's cross grooves, heavy shoulder lugs and circumferential ribbing will combine to give maximum bite and traction and long safe wear. The dual-purpose Super Mileage Lug helps reduce mechanical maintenance too. Many so-called dual-purpose tyres slip and spin causing undue strain on engines and transmissions. But with the POWER BITE TRACTION of the Super Mileage Lug, this profit-draining problem is practically eliminated.

MORE SKID DEPTH

Deeper non-skid pattern than in ordinary highway tyres gives thousands of miles of sure-footed highway hauling.

SUPER STRENGTH BODY

Super Gum-Dipped, Tension-Dried cords make a really strong, durable body which gives big dividends in tyre mileage and vehicle efficiency.

OUTPULLS AND OUTLASTS

any tyre of its kind. Specially designed for on-and-off-the-road service where a large part of the work is off-the-road and particularly severe.

EXPERIENCE COUNTS

44 Factories throughout the world.
Firestone total sales exceed £1,000,000 per day.





The power jack of the new Turner steering system. "Feel" can be adjusted to suit load and road conditions.

Adjustable Power Steering

BASED on the design of the Leduc aircraft control unit, a vehicle power-steering system has been introduced by the Turner Manufacturing Co., Ltd., Villiers Street, Wolverhampton. It will be exhibited for the first time at the Commercial Motor Show.

It can be adjusted to vary what is called the "artificial feel" to suit any particular road camber. Main components comprise a hydraulic pump, operating jack, reservoir tank and accumulator, the accumulator being an optional extra.

The power jack has two ball-type selector valves operated by movement of the selector rod with a reaction pressure of about $\frac{1}{2}$ oz. Pre-loading is externally provided by the artificial "feel" unit, and steering is directly controlled under light-load conditions without assistance from the jack.

The unit is mounted between the pivot points of the jack and incorporates a pre-loaded coil spring which is compressed when the jack moves the steering arm in either direction.

An external means for varying the effective length of the unit between centres—and, therefore, the tension of the spring—is a special characteristic of the

unit. This enables the spring to be adjusted to accommodate average road-camber conditions or the particular requirements of the operator. In a normal case it would be adjusted to give a bias corresponding to the pull to the left (or to the right in Continental countries) resulting from road camber.

Another interesting operational feature of the system is that a condition of hydraulic equilibrium is provided when a heavy steering force is sustained without variation. When the vehicle is travelling at speed on a corner, for example, the jack is hydraulically locked, pending further movement of the steering wheel.

In the case of heavy vehicles a simple lever system is employed to give mechanical advantages and thus enable a relatively small hydraulic jack to be employed.

The system has been applied to a number of well-known commercial vehicles and to a leading high-performance car.

A Turner vane pump is employed and is equipped with flow-control and pressure-relief valves. If necessary, it may be driven by the concern's C.13 single-acting reciprocating compressor—

another recent introduction to the Turner range that is available for automotive, industrial and refrigeration applications.

This compressor has a capacity of 11.6 c.f.m. at 1,500 r.p.m. and is designed for continuous operation at speeds up to 4,000 r.p.m. The unit is compact and is of lightweight construction, its dry weight being only 12½ lb.

Die-cast aluminium cylinders and cylinder heads are finned to give adequate cooling under adverse conditions. Drive may be direct from the engine or by belt from the crankshaft or other convenient power source. Lubricant may be supplied by the engine or the unit can be provided with a self-lubricating system. This comprises a reservoir in the crankcase and a gear-type pump.

Another new Turner product is a rotary sliding-vane exhauster, the design of which is based on an aircraft unit developed for wing de-icing. According to the makers, its weight is less than half that of most units with a similar output; it will operate successfully at half engine speed and will run up to 3,000 r.p.m.

A special bore shape is employed, and the vanes are interlocked to maintain close contact with the surface at all positions of rotation without the use of cams or springs. A high sealing efficiency is, therefore, obtained.

Bird's Eye View

Keeping Faith

AMONG those who have contributed generously to the anti-nationalization fighting fund of the Road Haulage Association is Mr. John Barber, chairman of the Southern Area and managing director of Victory Transport, Ltd. His donation equals about twice his company's annual subscription to the Association.

Mr. Barber resigned his position as one of the four national vice-chairmen of the Association in 1955 because he disagreed with the R.H.A. policy of pushing denationalization to the limit allowed by the 1953 Act. He supported the compromise that the Government ultimately adopted. His response to the R.H.A. appeal for funds demonstrates his belief in free enterprise, as well as his confidence in the men who will spend the money.

A Way Out

HOW many owner-drivers can look forward to holidays with pay, regular hours, a guaranteed wage when conditions are bad, liberal sickness payments and a comfortable retirement pension? This probably sounds like a dream come true to the average tipper operator who ekes out a living on work for local authorities, but three Westmorland hauliers have stepped into the dream merely by selling their lorries.

All of them did a great amount of work for the county council, and after casting an envious eye on the benefits enjoyed by local-government drivers they decided to sell out to the council. Now they are ordinary employees, with no worries about rates, depreciation, breakdowns, licensing—or nationalization.

By The Hawk

Ninety next month and still going strong—Mr. William Foden, governing director of Fodens, Ltd. He will be at the Commercial Motor Show.



Peter (Transport) Pan

THREE days after his 90th birthday on September 23, Mr. William Foden, governing director of Fodens, Ltd., will be on the company's stand at Earls Court to welcome visitors. This Peter Pan of road transport is still the essence of punctuality in business, and at all meetings, whether production, social or executive, all members are present on the dot.

His 65 years' service with Fodens has made him so much an essential part of the business that many people forget that for 10 years he lived on a large sheep farm in Australia, which he still holds under management. He was called back to England to join the board of Fodens in 1934.

ONE of the lightest full-sized passenger chassis to be currently produced by a British heavy-vehicle manufacturer, the Seddon Pennine Mk. 19 chassis, has a first-rate all-round performance. Much of the credit goes to the use of the A.E.C. AH 410 oil engine, a compact and relatively light unit developing 285 lb.-ft. torque to give good acceleration and hill climbing, combined with a low specific fuel consumption which enhances economy at normal cruising speeds.

Although tested with the low axle ratio (6.16 to 1), the Pennine returned 18.9 m.p.g. when running non-stop at an average speed of 28.7 m.p.h. Good as this figure is, it must be remembered that this low axle ratio is intended primarily for stage-carriage work and that a 4.77-to-1 axle is recommended for coach service. With this high ratio the fuel-consumption rate at average touring speeds would probably be better than 22 m.p.g., even with a heavy 41-seat luxury body and an exceptional amount of luggage.

Suitable for 30-ft. by 8-ft. 41-seat coach bodywork or a 43-seat (plus 10 standing passengers) bus body, the

New Seddon Pennine Mk. 19 Passenger Chassis has Underfloor A.E.C. Engine: Low Chassis Weight Gives Lively Performance and Good Fuel Economy

A Lively New Passenger Light

box and the combined assembly is carried on rubber at three points. An A.E.C. oil-bath air cleaner is located on the off side of the chassis frame, and the novel but simple exhaust system has the silencer box mounted directly on the off-side member to minimize the length of the piping.

A one-piece propeller shaft takes the drive to the spiral-bevel rear axle. The rear suspension consists of single-rate semi-elliptic springs with 3-in.-wide leaves and an effective length of 60 in.

The front axle is based on an I-section beam and the stub-axles are carried on taper-roller bearings. The front springs also are single-rate units

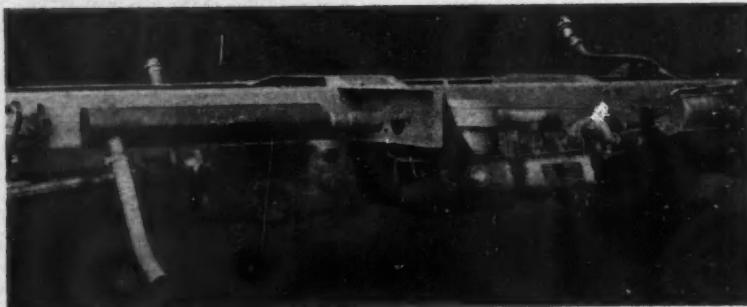
with leaves $2\frac{1}{2}$ in. wide, 50 in. long; $5\frac{1}{2}$ -in.-stroke telescopic dampers are fitted. Marles cam-and-double-roller steering is operated by a 20-in.-diameter wheel, and the chassis is available with left- or right-hand drive.

A Girling hydraulic braking system is employed, with two leading-shoe units at both axles. The front brakes measure 16 in. by 3 in., whilst the rear brakes are $15\frac{1}{2}$ in. in diameter, with 5-in.-wide facings, the total frictional area being 412 sq. in.

A Clayton Dewandre HSR5/812 Hydrovac vacuum servo provides the boost. This is a relatively new servo, having an integral reservoir formed in the front part of the "can."

Nine cross-members brace the frame and the $\frac{1}{2}$ -in.-thick side pressings have a maximum depth of $8\frac{1}{2}$ in., with $2\frac{1}{2}$ -in. flanges. Three of the cross-members are tubular, the remainder being pressed channel-section, and bolted construction is used throughout. The side members are flat rearwards from a point ahead of the front axle, but are dropped slightly at the front to accommodate front-entrance bodywork.

Standard tyres are 8.25-20 in. (10



Pennine chassis has a wheelbase of 16 ft. 4 in. and the overall chassis length is 29 ft. $6\frac{1}{2}$ in. The front and rear overhangs are 5 ft. $3\frac{1}{2}$ in. and 7 ft. $11\frac{1}{2}$ in. respectively, whilst the maximum width of the chassis is 7 ft. 6 in., measured over the rear tyres when the standard 8.25-20-in. equipment is fitted.

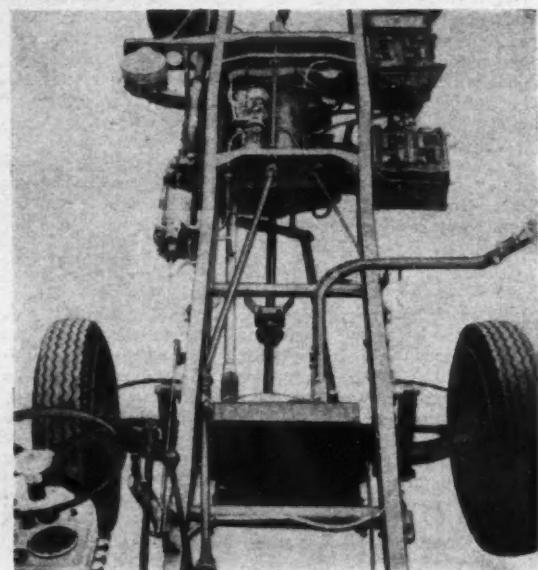
The A.E.C. six-cylindered direct-injection oil engine fitted as standard in the Mk. 19 is a 6.75-litre unit, the maximum net output of which is 98 b.h.p. at 2,000 r.p.m. It carries a 15½-in.-diameter hydraulically actuated single-dry-plate clutch.

A jack shaft with rubber-mounted centre bearing drives the 17-in.-diameter fan directly from the engine crankshaft. The fan runs inside a close-fitting plastics cowl and the radiator lies about 1 ft. ahead of the front axle.

Unit mounted with the engine is an A.E.C. five-speed synchromesh gear-

(Above) The A.E.C. AH 410 oil engine and A.E.C. gearbox are unit-mounted amidships in the Seddon chassis. The simple but unusual silencer mounting will be noted.

(Right) The radiator is located ahead of the front axle, and the fan is driven through a two-piece jack-shaft from the front of the engine crankshaft. The fuel and electrical accessories on the engine are arranged for access through a floor trap.



The Seddon Pennine Mk. 19 passenger chassis is a fast climber because of its low weight and high engine-torque output. The chassis is seen here on Buckstones Road, Shaw.

weight

By John F. Moon,
A.M.I.R.T.E.

ply), but larger tyres can be fitted. The test vehicle, which was the first chassis of the new series, had 9.00-20-in. (12-ply) equipment, which had been ordered by the New Zealand operator for whom the vehicle had been made.

The unladen dry weight is approximately 3 tons 4 cwt. and the kerb weight of the test chassis, complete with spare wheel and so forth, was 3 tons 7½ cwt. The chassis is recommended for a gross vehicle weight of 9 tons, and was tested at 2 cwt. above that figure, but in view of the low chassis weight it should be possible to mount a fully equipped 41-seat luxury body without exceeding an unladen weight of 5½ tons. Thus, for normal use in this country, the Pennine would operate at about a ton less than the weight at which it was tested.

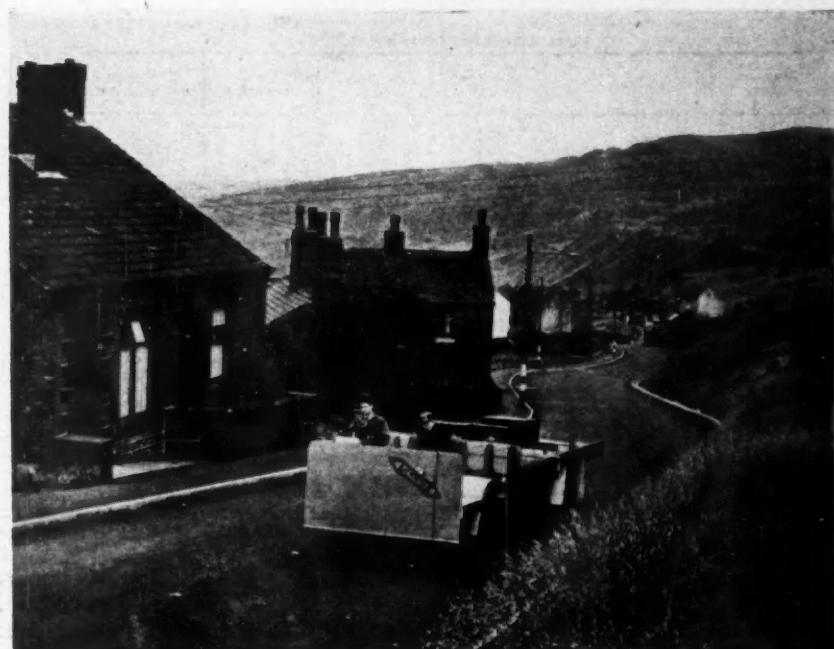
For the first series of tests the chassis was taken to the outskirts of Manchester, where there is a wide level stretch of road suitable for unimpeded braking and acceleration tests. Good retardation figures were obtained without wheel-locking, and the smoothness of the system was noteworthy.

Not Run-in

As the vehicle had not left the factory gates before these tests were conducted, and the facings were in no way bedded-in, it is obvious that the normal retardation would be still better, but, even so, the figure obtained from 30 m.p.h. is sufficient for normal passenger comfort.

Although the hand brake travel was somewhat long, a reasonably satisfactory retardation figure was obtained, the Tapley meter showing an average reading of 23 per cent. when the brake was applied from 20 m.p.h.

For the acceleration tests through the gears the chassis was started off in second gear on each occasion and



the figures obtained verified my initial impression that this was one of the liveliest lightweight bus chassis on the road. The direct-drive times were particularly satisfactory, indicating that gear changing will be cut to a minimum even in heavy traffic.

Three sets of fuel-consumption figures were obtained over an undulating route which, among other hazards, included four sets of traffic lights. The first run was almost non-stop, although the indirect ratios had to be used on two occasions when approaching traffic lights, and the figure of 18.9 m.p.g. recorded by the calibrated test tank is highly commendable.

The next two tests were made to simulate light and heavy stage-carriage operation, the first with two stops and the second with six stops every mile. The chassis was accelerated fairly hard after each stop—20 m.p.h. being reached from a standstill in an average time of 14.5 seconds—and braking was invariably left to the last moment, as is the habit of so many bus drivers.

Thus the figures obtained are fully representative of what might be expected in service during peak periods when a full load is being carried practically the whole time. Unfortunately there was insufficient time to repeat this series of tests under part-load conditions, but from previous experience it would appear that the overall monthly fuel-consumption rate on normal urban bus service should be 17-18 m.p.g.

Buckstones Road, Shaw, a 1½-mile

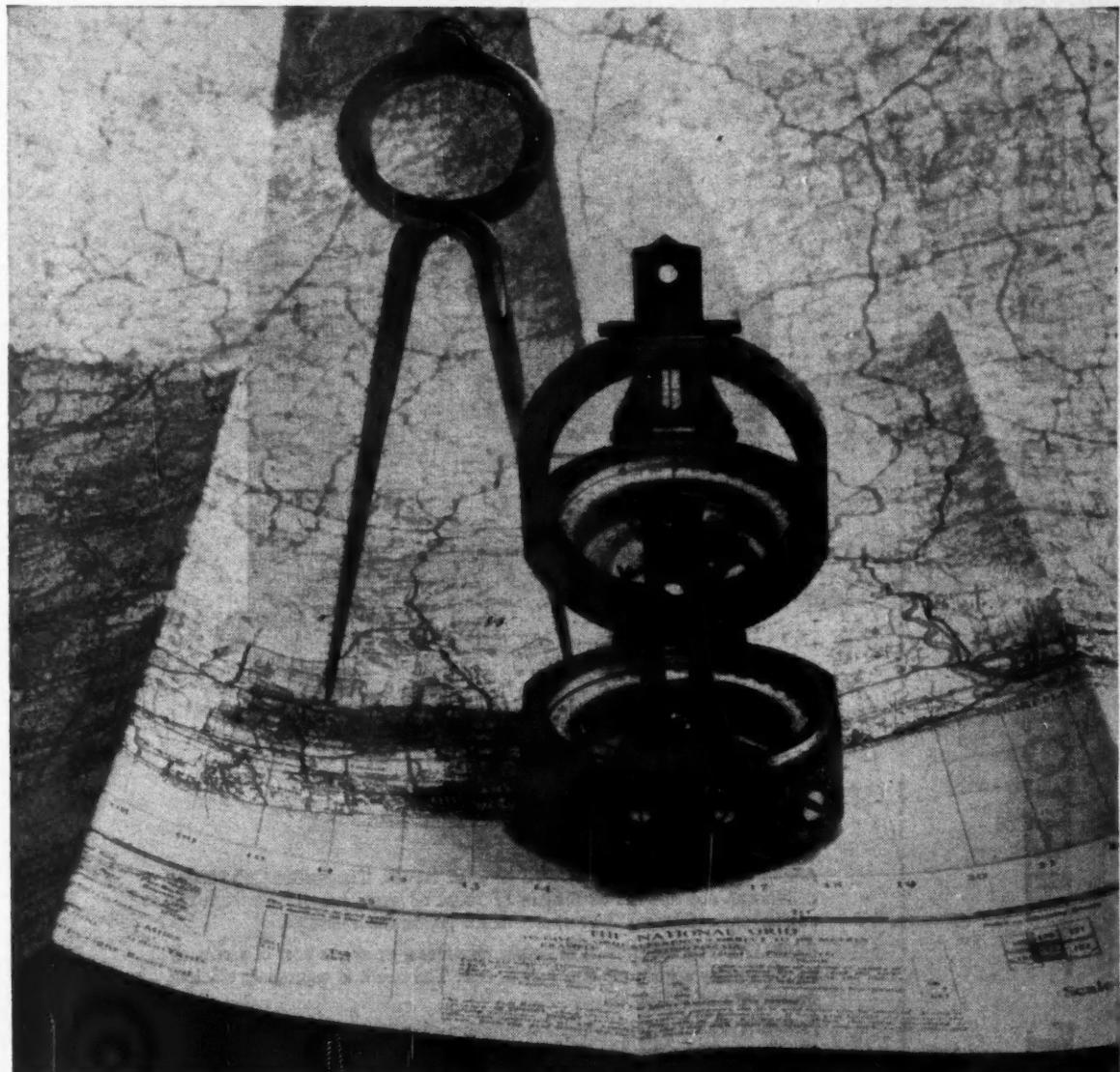
climb with an average gradient of 1 in 12, was used for the hill-climb and brake-fade tests. The ascent was made in an ambient temperature of 63° F. and was completed in the surprisingly short time of 6½ minutes.

The lowest gear used during the climb was third. It was engaged for 3 minutes 25 seconds and the minimum speed observed was 15 m.p.h. Because of the layout of the radiator header tank and its filler neck it was impossible to take direct water-temperature readings, but the instrument-panel thermometer, which records the cylinder-head temperature, did not show any marked rise.

Little Brake Fade

The hill was then descended in neutral with the foot brake applied to keep the speed down to 20 m.p.h. This test lasted 4½ minutes, and at the bottom of the hill a "crash" stop was made from 20 m.p.h. and the Tapley meter showed that the maximum efficiency had fallen by only 9 per cent., although the unbedded facings were smoking profusely. The value of the moulded facings in preventing fade was shown by the negligible increase in pedal travel during the descent.

Returning to the steepest section of the hill, at which point the slope is 1 in 6½, the chassis was stopped and despite the hot rear drums the hand brake held it reasonably easily. Smooth second-gear restarts were then made using about half throttle and without having to slip the clutch excessively.



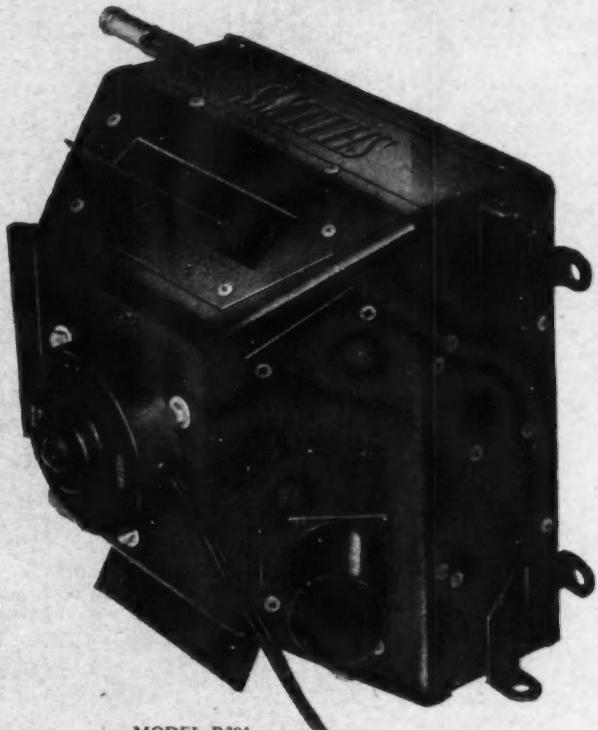
Whatever route your drivers travel, they can refuel with Shell Derv at the nation-wide network of Shell Derv agencies. At these agencies your drivers can, by showing a Shell Authority Card, refuel on a pre-arranged credit system, or they can pay cash. Ask your local office of Shell-Mex and BP Ltd. for full details of this scheme.

SHELL MEETS THE DEMAND FOR DERV ALL OVER BRITAIN



YOU CAN BE SURE OF SHELL

TRANSPORT VEHICLE CAB HEATER



MODEL R301

AMPLE WARMTH—FROM WASTE ENGINE HEAT. The Smiths Cab Heater delivers to the cab the equivalent of 3Kw. of waste heat taken from the engine cooling system. Two-speed switch giving extra control.

EXCELLENT DEMISTING. The heater provides a generous flow of warm air to the readily adjustable demister nozzle. The result is supremely efficient demisting and defrosting.

PERFECT VENTILATION. Used as a fresh-air heater, the Smiths Cab Heater provides a constant supply of fresh, warm air, keeps the driver both comfortable and alert.

SMALL SIZE. The heater fits handily into very small spaces: it is only 8 1/8" square x 6 1/8" deep.

EASY INSTALLATION. Full fitting instructions and a fitting kit complete to the last nut and bolt make installation a simple job. By sacrificing the advantages of ventilation, the heater can also be fitted as a recirculation heater, and installation is then simpler still.

RETAIL PRICE : £12. 10. 0

SMITHS TRANSPORT VEHICLE
CAB HEATER

SMITHS MOTOR ACCESSORY DIVISION • SALES & SERVICE, 50 OXGATE LANE, LONDON, N.W.2

Many Problems in One

EPITHETS, most of them not complimentary, tend to become permanently attached to the things we do not like. Taxation, for the people who have to pay it, is almost always penal; competition, for the people who have to meet it, is cut-throat and uneconomic; for the people using them, roads are miserably inadequate; private enterprise is lawless; and nationalization is a stagnant pool.

When, therefore, Sir John Nott-Bower, Metropolitan Police Commissioner, in his annual report to the Home Secretary, speaks of the "appalling toll of road accidents," he is not coining the phrase. He is seeking to emphasize the seriousness of the situation in order to explain why so many police have to be kept on traffic duties at a time when London's crime record is steadily getting worse.

It is not certain, however, that the continual use of harsh epithets achieves the right effect, at least so far as road accidents are concerned. Most road users are careful and considerate, and most of the remainder fancy themselves to be the same. They cannot imagine the use of words such as "appalling" in respect of their own conduct. They are tempted towards the dangerous opinion that accidents are among the not quite respectable things that happen to other people.

Sir John strengthens the opinion by stressing that in the Metropolitan police district last year, out of a total of 96 cases of death by criminal violence, no fewer than 37 were caused by dangerous driving. To this figure, almost by way of an afterthought, he adds the 632 other fatal road accidents. He evidently regards them as all very much on the same level, for he goes on to say: "It will be obvious that the widespread misery and human suffering caused by these deaths on the road are in themselves sufficient justification for constant vigilance on the part of the police."

All Too Real

Quite clearly, this is not wholly true. There are many accidents because of such things as bad roads, bad weather, human error and folly, that the police force, however strongly manned, could do nothing to prevent. The misery and the human suffering are all too real, but they must not be allowed to foster the idea that all road accidents are of the same kind. It must always be remembered that there is not one road accident problem, but several.

The point seems to be well understood by the Royal Society for the Prevention of Accidents. Their publication, "Road Accident Statistics, 1957," analyses the evidence from several points of view, with the help of 23 tables and five diagrams. The general picture is melancholy. The total of 273,858 people killed and injured in 1957 was the highest ever recorded, in other words the highest ever, for the records go back to 1909. There were 5,550 deaths, an increase of 183 over the 1956 total. The figure was exceeded, however, and in some cases greatly exceeded, in each year between 1928 and 1944 inclusive.

The only big increase in casualties during 1957 was among the users of motorcycles. The number rose by 13.4 per cent. for the motorcyclists themselves, and by 11.2 per cent. for their passengers. During the year, there was an increase of only 10 per cent. in the number of motorcycles licensed. Casualties to pedestrians dropped by 3.1 per cent., and to drivers by 1.5 per cent., although all types of road vehicle increased in number, and the resident population also went up.

The most satisfying feature was the reduction in the

number of accidents to children under 15. The total of 629 child deaths is easily the lowest ever recorded since road accident figures were first kept. Despite increasing traffic intensity and the steady rise in population, fewer children have been killed in the past five years than in any other comparable period for which statistics are available.

As a proportion of the number of vehicles on the road, there are fewer casualties each year. Road deaths per 100,000 vehicles were 75 in 1957, as compared with 80 in 1956, and 215 in 1938. For the same number of vehicles, there were 3,690 casualties last year, 3,990 the year before, and 7,550 in 1938.

The total of 338,435 vehicles involved in accidents in 1957 was higher than in any previous year, and 3,309 more than in 1956. Most of the categories of vehicles showed some increase. The annual figure for passenger vehicles has shown a fairly steady decline since 1951; for goods vehicles the decline dates from 1955.

Sixth Sense

It would not be scientific to draw from these figures definite conclusions, such as that bus, coach and lorry drivers are becoming more skilful, or that children are acquiring a sixth sense for use on the roads, or even that motorcyclists are more reckless than they used to be. It is sufficient to note that, from whatever point of view one begins, the pattern is different; and that the various methods being used to reduce the rate of road accidents are having some effect, although still not enough to be satisfactory.

The best methods are those that are suited to a particular aspect of the road-accident problem, and are not merely generalized expressions of horror. If the ordinary road user is consistently made to feel that every accident on the road is intrinsically different from an accident in the home or at work, he may tend to put the matter out of his mind, or to suspect all road safety propaganda.

The bad though well-intentioned habit of dragging the road-accident problem into most undesirable contexts is growing. Atrocities and disasters are minimized, although that is not the intended effect, by pointing out that they cause less suffering and death than road vehicles. In small doses, the comparison may be salutary. We need no startling posters or loudspeaker vans to help us feel the tragedy of the loss of life, limbs and faculties in a war, or a battle, or an air raid.

The mistake is to make the comparison too frequently. Repetition dulls the edge of our feeling. Worse still, there comes the stage when we imagine that there is some genuine resemblance, apart from the accidental statistical one, and that the comparison is valid as well as vivid. From this point, it is only a step to the idea that war is not so horrible after all.

For, whatever the statistics, we do not really believe that accidents of any kind can in any proper sense be equated with war casualties. The ultimate absurdity of arguments seeking to prove the contrary was provided the other day by a spokesman on the subject of the United Nations' document on the effects of atomic radiation. He is reported to have said that such radiation caused only a small fraction of the number of deaths through leukaemia, and that that number was much less than the annual total of road fatalities.



This splitter column was conveyed by Siddle C. Cook, Ltd., from T. B. Pearson and Sons, Ltd., Walker - on - Tyne, to Shellhaven refinery. It weighed 51 tons and was 150 ft. long by 10 ft. in diameter. A Foden six-wheeled tractor headed the outfit. The load was one of the biggest handled in recent years by Cook's.

By
G. Duncan Jewell

THE growth of Britain's steel industry has brought prosperity to many transport concerns, and a notable example has been the steady expansion of Siddle C. Cook, Ltd., Consett, in the heavy haulage field. They exemplify the success which has attended specialization in the past decade. In addition to low-loaders of the conventional type, the company operate telescopic bolster trailers (pole wagons) designed and built at their Consett headquarters for excessively long loads of steel, timber and prefabricated concrete.

Started by Thomas Cook at Shotley Bridge in 1891, the business was moved to Taylor Street, Consett, in 1909. They were then engaged in general carting, using tipping and platform vehicles together with 22 horses. An offshoot was funeral furnishing for which a number of hearses was kept.

Daughters Driving

During the first world war, Mr. Cook became a general carrier between Consett and Newcastle upon Tyne. The first motor vehicles, a Napier and a chain-driven Daimler, were purchased in 1914, and during the war Commers were used on road haulage during the week, and these were fitted with wooden forms on Saturdays and Sundays and used for excursions to the coast. Three of his daughters were driving at this time.

A regular bus service was instituted between Consett and Redgate in 1917, starting with horse brakes and then changing to Daimlers. In 1926, this was extended to Stanhope. The passenger side of the business was disposed of in 1939: the Consett to Tow Law portion to the Northern General

A particularly tricky corner had to be negotiated by this Scammell six-wheeled tractor when driving out of a factory yard with a steel casing on the low-loading semi-trailer.

DETERMINATION YIELDS

Transport Co., Ltd., and that from Tow Law to Stanhope to Weardale Motor Services, Ltd.

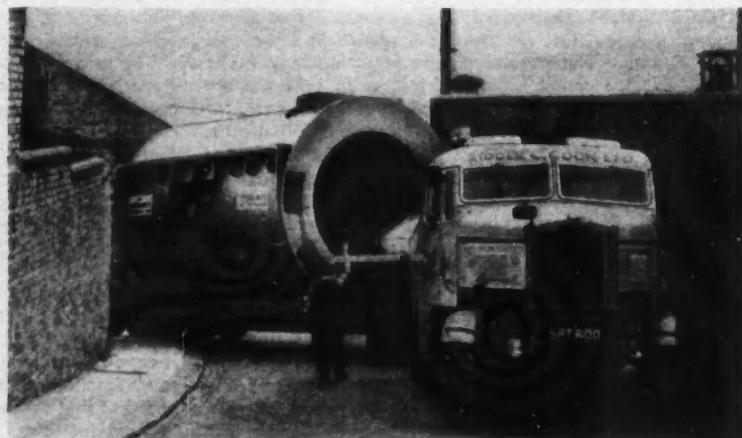
The present managing director, Mr. Siddle C. Cook, took over from his father in 1942. The fleet then consisted of 11 vehicles, including Fodens and Bedfords, most of which were articulated pole-trailers designed and built by themselves for the timber trade.

In 1945 a limited company was formed with Mr. Cook and his family as directors, which took over the operation of four articulated outfits under A defence permits and seven more on contract-A licence. In 1946 they were authorized to operate an additional four vehicles and trailers under B defence permits with conditions, "timber, road materials and coal." At the end of the war they were granted 10 "artics" and one flat on A

licence, and four vehicles and trailers on B licence.

A subsidiary coach business, operating workmen's services and private hire, came into being in 1946. The main work was the conveyance of workmen from Newcastle and Sunderland to the Consett Iron Company's works. Trouble with the coach drivers in 1953, who demanded the same overtime rates as the haulage drivers, culminated in Mr. Cook's suspending the service and selling the coaches.

The company gradually replaced their old petrol vehicles with oilers, mainly E.R.F. models, and had 15 vehicles when they were partially nationalized in 1951. Eleven were taken, and they were left with four pole-wagons on heavy haulage. A further four vehicles were put on contract-A licence to the Red Mires Sand



This crane girder, supported on a Foden six-wheeled tractor and an eight-wheeled bogie, is another massive load consigned to Siddle C. Cook, Ltd. The company are re-equipping their fleet with new vehicles after a period of purchasing used models because of the heavy capital outlay involved. They now have 40 vehicles, including 30 "artics."



and Gravel Co., Ltd., and Messrs. Tunnicliffe's, timber merchants. In 1952, the business of Messrs. E. Hunt, Tow Law, was acquired and an A licence granted for two vehicles.

By 1953, timber haulage, which had

In September, 1955, the business of Messrs. G. Minnigan, Consett, consisting of four B-licensed "flats," was acquired, and special-A license purchases have included a 45-ton low-loader. Traffics include steel to Leeds

increases have been refused. For other heavy haulage work there are six low-loaders. The largest of them is a 50-tonner, and there are three 30-tonners. Two large special-A trailers have recently been purchased with the intention of increasing low-loading carrying capacity to 100 tons. The tractors used for this work are all Scammells, and a large traffic is done in machinery, excavators, and open-cast coal equipment.

A typical example of the service offered is a recent load to Glasgow, consisting of a stern frame 30 ft. high, 20 ft. wide and weighing 35 tons. Brought down from Glasgow by British Road Services to Swan, Hunter and Wigham Richardson, Ltd., Wallsend, for a new tanker, there was an accident in the works necessitating its immediate return to Glasgow. B.R.S. were unable to provide a vehicle at short notice, but Cook's had one ready for the road within six hours of a request being made, and arrived at the works at 7 o'clock on the Friday night. The frame was loaded by 9.15 p.m., was in Glasgow by 6 a.m. Saturday, and the vehicle back in Wallsend for 3.30 p.m. Sunday.

Other recent work has been the conveyance of 900 tons of miscellaneous steel sections and girders to the new Barclays Bank building in Old Broad Street, London. Some of the girders,

51 ft. long and weighing 35 tons, can be delivered only at week-ends because of traffic difficulties in the City.

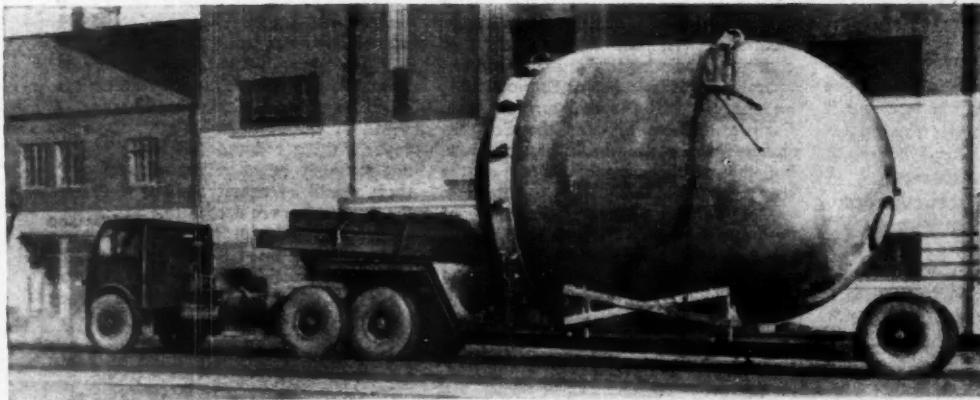
and Rotherham daily, with return loads of bagged lime from Buxton, and a contract for the carriage of 3,674 tons of piling bars 76-96 ft. long to Bradwell power station, Essex. Four to five vehicles are regularly employed on this work, returning with prefabricated concrete to Blyth and Hartlepool.

There is a big demand in the area for pole-wagons, eight of which are in constant use. Mr. Cook considers the work offered would employ at least three more, but applications for

PROSPERITY

originated with horse-drawn drags, was substantial, and took the vehicles to all parts of the country. Heavy haulage was also being done for the South Durham Iron and Steel Co., Ltd., Middlesbrough, and the Redheugh Iron and Steel Co. (1936), Ltd., Gateshead. New opportunities arose with the expansion of the Consett Iron Company, and during the period 1953-56, 16 vehicles were authorized to them under contract-A licence.

During this time and up to the present day, increasing business resulted in many applications to the Northern Licensing Authority for additional vehicles and substitutions. Four additional articulated outfits were added to the public A fleet, plus two vehicles for maintenance. Applications to transfer the contract vehicles with the Consett Iron Company to A licence, for economic reasons, have been consistently refused.



A copper oxygen cylinder being delivered from Glasgow on a low-loading semi-trailer drawn by a long-wheelbase six-wheeled tractor. Michelin Metallic tyres have been found ideal for heavy vehicles.

Girders 72 ft. long, 10 ft. wide and weighing 28 tons, are also being delivered to Aberthaw power station, South Wales. One of the biggest jobs in recent years was the conveyance from Walker-on-Tyne to Shellhaven, in 1956, of a cat splitter, 150 ft. long, 10 ft. wide and weighing 51 tons.

Although, in the early days, used vehicles were bought because of the heavy capital outlay required for new ones, the last two years have seen the reversal of this policy and the present fleet of 40 vehicles, which consists of 30 "artics" and 10 rigid—20 on public A licence, seven on B, and 13 on contract-A—is in process of modernization and will shortly have been completely re-equipped with new vehicles.

The new programme, for reasons of economics, involves a certain amount of telescoping by replacing small vehicles with larger ones. In some cases it is hoped to surrender two for one of equal carrying capacity. Four new Guy eight-wheelers have been purchased in the past nine months, and two more are on order.

Because of the company's inability to get as many additional vehicles authorized as they would like, hiring runs at a high rate, monthly figures from September, 1957, to March, 1958, were: £2,800, £2,821, £2,694, £3,400, £2,736, £2,805 and £7,621. Suitable vehicles are hard to obtain and a large proportion of the half-yearly telephone bill, approaching £700, is due to ringing round for vehicles.

Modern Garage

The company's headquarters at Consett, built on an old quarry site in 1952, include a modern steel-framed garage and workshop 120 ft. long and 60 ft. wide. Offices were built in 1953 by converting dwelling-houses at the side of the site, and the administration was transferred from the original premises at Taylor Street.

A new two-storey steel and brick extension 100 ft. long and 20 ft. wide is in course of erection. It will house the coachbuilding and paint sections on the ground floor, whilst the first floor will be used for the stores. The present stores in the main building is to be converted into an electrical maintenance and fuel-injection store, with pump and injector calibrators. A mobile 10-ton crane is another projected piece of new equipment. At present the workshop is equipped with a Dominion universal wood-working machine, a 22-in. Wilson band saw, a Bussgreen spindle moulder, an Asquith radial arm drill, Wickham steam cleaner for engines and chassis, and mobile Tecalemit high-pressure greasing plant.

B38

All maintenance and rebuilding is dealt with except crankshaft regrinding.

Maintenance is an important feature and the company retain Mr. L. H. Challis, formerly a certifying officer to the Northern Licensing Authority, to examine all the available vehicles two or three times a week, and make a list of requirements which are entered on a defects sheet.

Vehicles have a complete overhaul after 18 months, and there is a periodic mileage check for oil changing and tyres. So far as tyres are concerned, Michelin Metallics have been found ideal for the heavy vehicles, particularly for low-loader work, on which they average 50,000 miles. Henley covers are used for the smaller vehicles.

Individual Records

During the past five years, records have been kept for each individual vehicle, and tyre average for all types is 3d. per mile. Since the employment of Mr. Challis, maintenance charges have dropped from £44,000 a year to £35,000. The drivers sign for, and are responsible for, vehicle equipment. Ropes, sheets, chains, chain-binders and tail-lamp glasses have the biggest pilferage average. Electrical repairs are one of the biggest items, due to trailer changeover, resulting in broken leads and similar faults.

Mr. Cook gives bonus incentives, and considers he has some of the best drivers in the country. Three of them were awarded gold watches in 1958 after 25 years' service. His son, 22-year-old Geoffrey E. Cook, after going through the shops and acting as driver's mate, is now garage manager and is studying the technical side of the business. Other key men are the company secretary, Mr. J. F. Wilson, with six years' service, and Mr. J. W. Wrightson, who is responsible for

routeing the heavy loads. There is an office staff of seven, and maintenance accounts for two mechanics, three apprentices, a joiner and coachbuilder and an electrician-welder.

Mr. Cook upholds the principle of a reasonable rate for the job, and his vehicles return empty rather than accept low rates. Work is still increasing and new customers are added every year. All profits have been ploughed back into the business, and the oldest vehicle now operating is a 1950 model. Eight-wheeled Guys have given satisfactory service, and Scammells are favoured for the articulated outfits. Vehicles are replaced and written off in 10 years. Gardner engines are standard for the company and are regarded as eminently satisfactory, giving 12 m.p.g. on the heavier vehicles, and being simple to maintain as parts are interchangeable.

Profit Figures

The progress of the business is shown by the turnover and percentage of profit figures from 1952 to 1958. Turnover has increased from £41,147 in 1952 to £215,578 for the year ended March, 1958. Since 1954, the profit on the turnover figures has been 24.2, 21.1, 22.6, 16.6 and 23.4 per cent. for each year.

Two of Mr. Cook's brothers are also in the haulage business in the area, Mr. M. Cook at Stocksfield, with 14 vehicles on general traffic, and Mr. S. Cook, who has a one-man business in Consett. Siddle C. Cook, Ltd., remain a family business, and although the threat of renationalization has retarded progress somewhat, Mr. Cook has, in the 16 years he has been in control, evolved a prosperous and economically sound unit by up-to-date methods of fleet maintenance and work study, coupled with hard work and a determination to stand on his own feet.

1,500 People Petition for Bus Route Change

A PETITION signed by 1,500 people was handed to the Northern Traffic Commissioners, last week, when they continued their inquiry into bus services operated by Ribble Motor Services, Ltd., on the Harrowby neighbourhood unit, Carlisle. Ribble opposed the Commissioners' proposal to have a circular route, but the petition was in favour of the suggestion.

Mr. William Hunter, chairman of Carlisle Transport Committee for four years, said the present route did not cater for schools or for the estate's industrial site. When the existing services were put forward by Ribble, the committee agreed to them temporarily, but the Commissioners' scheme would be a big improvement.

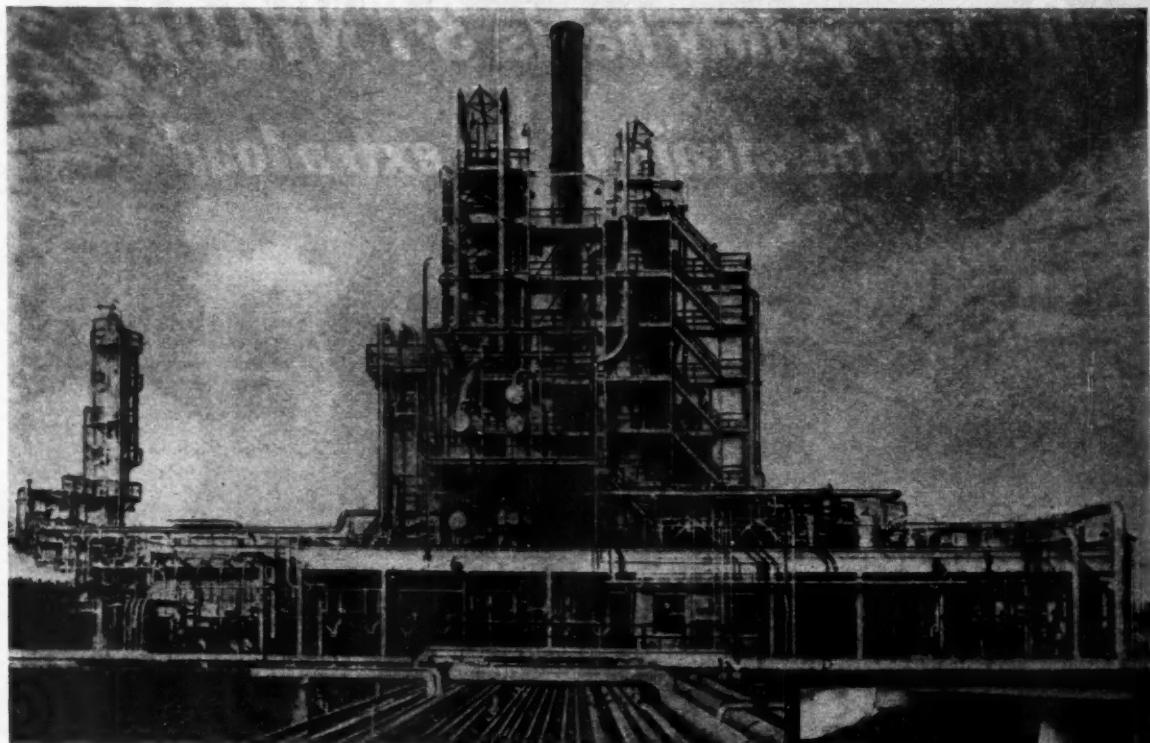
In reply, Mr. F. D. Walker, for Ribble, pointed out that 91 per cent. of the 2,023 houses on the estate were not more than 220 yards from a bus route. If the new scheme were accepted, another 56 houses might be brought within that distance.

Mr. J. G. Hawkins, deputy city surveyor, said a reduced frequency would not seriously affect residents. Many of them would be nearer the bus routes if the proposals were agreed to.

A police sergeant told the Commissioners that between 1948 and 1957 there had been 14 accidents involving buses on the estate. It would be better if these vehicles used the wider roads now suggested, he said.

The hearing was adjourned to September 24.

From Mobil refineries



*In the United Kingdom, Mobilgas and Mobil Diesel are produced at Coryton Refinery
—Mobil's modern refinery on the Thames estuary.*

Mobilgas Mobil Diesel

Leading fuels for fleet operators

The world-wide Mobil organisation occupies a leading place in the world's petroleum industry, and the complete range of Mobil petroleum fuels and lubricants enjoys, throughout the world, a reputation second to none. For commercial users of Mobilgas or Mobil Diesel, Mobil provide storage tanks and dispensing equipment on favourable terms.

Experienced fitters supervise the installing, and are available to give help with maintenance.

Mobilgas and Mobil Diesel are available from officially appointed agency service stations throughout England and Wales. For full information, write or phone for our booklet, 'Agency Service Stations for Commercial Vehicles.'

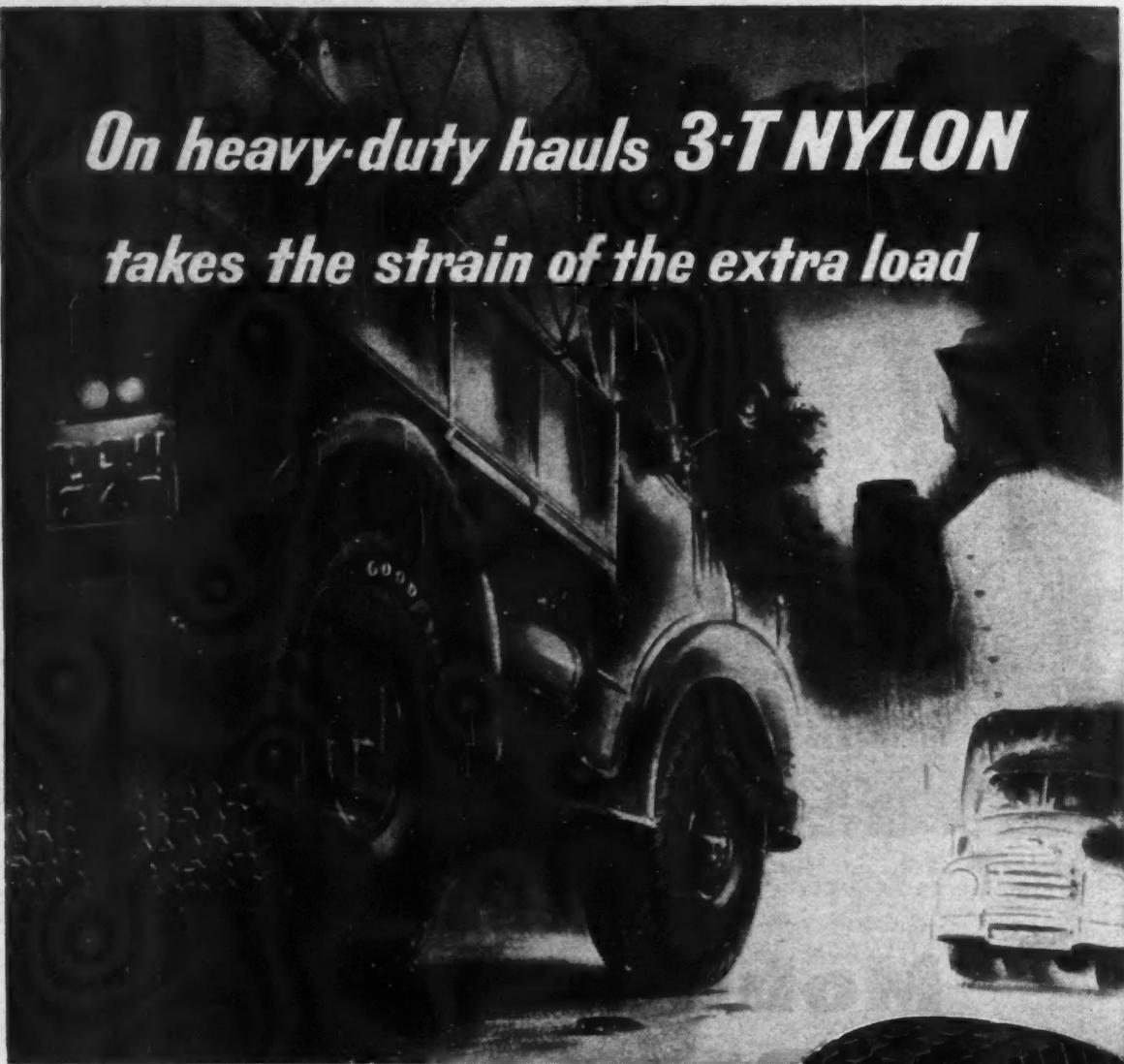
THESE MOBIL OFFICES ARE READY TO SERVE YOU

London.....	Gerrard 7631
Birmingham.....	Central 5091
Bristol.....	Bristol 38411
Cardiff.....	Cardiff 20417
Manchester.....	Blackfriars 0305/0088
Newcastle.....	Newcastle 81-2371
Sheffield.....	Sheffield 28511



means more miles for your £

***On heavy-duty hauls 3-T NYLON
takes the strain of the extra load***



NOTHING BEATS GOODYEAR 3-T Nylon for taking the extra heavy load — widespread tests have proved it! Over the past two years thousands of 3-T Nylon Giants have covered hundreds of thousands of miles of the hardest service, and in every case their performance has been outstanding. Built with exclusive 'triple-tempered' nylon cord, they resist flexing, heat, shock, fatigue and moisture seepage. Fit Goodyear 3-T Nylon Giants now for longer original mileage and more remould mileage.

What triple tough 3-T NYLON means to operators

- Maximum payload • Longer tyre life
- Greater reliability • More remoulds



GOOD  YEAR NYLON GIANTS

FOR LONGEST ULTIMATE TYRE MILEAGE

Planning for Profit

COSTS AND CHARGES

Brought Up to the Minute

*Range of Vehicles Adjusted to Modern Trends : Basic Principles
Remain : Incorporation of R.H.(64) Wage Rates for Goods
Vehicles : Some Overall Simplification*

THE 43rd edition of "The Commercial Motor" Tables of Operating Costs will be published in booklet form on September 26—the day the Commercial Motor Show opens. Meanwhile, some selected extracts are given on the next four pages to show the operating costs and recommended minimum charges for the more popular types of vehicle. These include four-wheeled petrol- and oil-engined goods vehicles ranging from 5 cwt. to 9 tons payload; oil-engined six- and eight-wheeled rigid; oil-engined five-, six- and eight-wheeled "artics," and oil-engined buses and coaches.

The five remaining tables included in the booklet, but not published here, detail the operating costs of petrol-engined articulated and electric goods vehicles; petrol-engined buses and coaches, and private, staff and hire cars.

All the "Tables" have been completely revised, commencing with a reassessment of the range and groups of vehicles to be included. Every available manufacturer's price list has been scrutinized to obtain the basis for a fair average price for each size and type of vehicle. Tyre and vehicle insurance costs have also been carefully reviewed.

The range of oil-engined four-wheeled goods vehicles has been extended to include 7-, 8- and 9-tonners. For convenience, the cost of operating a drawbar trailer is shown alongside that of the four-wheeled and six- or eight-wheeled rigid oilers. In accordance with modern trends, the larger petrol-engined vehicle has been deleted from some of the "Tables" in favour of the oiler.

Maintenance Items Combined

In the interests of increased simplicity and clarity, the two former items of maintenance—routine servicing and maintenance (d) and repairs and overhauls (e)—have been consolidated. Similarly, the number of tables of running costs for the higher weekly mileages (usually above 600-800) has been reduced when the variation in the cost per mile was shown to be comparatively small. The total operating costs and recommended minimum charges, however, cover a similar range of weekly mileages.

As the figures shown in the "Tables" are averages based on the experience of many operators throughout the country, users having exceptional geographical or traffic conditions should make appropriate adjustments to their individual costings.

It is when charges are considered along with costs that a new element is introduced. In terms of time, actual cost (as distinct from estimated cost) relates only to the past. Rates and charges, however, must be available for use immediately as well as for future quotations.

This combination of costs based on past results and future estimates is the underlying principle of commercial-vehicle costing. Such forecasts can be made satisfactorily only by reference to accurate costing of vehicles operating under similar conditions in the past, coupled with as much foreknowledge of future cost trends as is available. One of the main purposes of "The Commercial Motor" Tables of Operating Costs is to provide just such a yardstick for users until they can make use of figures based on their own past operations.

Recommended minimum charges shown in the "Tables" should not be adopted until all relevant factors concerning individual quotations have been carefully considered. As regards both costs and charges, it is equally important to bear in mind that the accuracy of estimates invariably depends on

the extent of the operator's practical experience. With little or no such experience, the underlying meaning of the various items that go to make up the "Tables of Operating Costs" could easily be misinterpreted.

Unfortunately, the continued rise in the cost of most items is reflected in these "Tables," as compared with the previous edition. The increases in haulage wages which came into operation as from July 16, with the issue of R.H.(64), are incorporated in the operating costs of goods vehicles, the rates for Grade 1 being used. Increases in repair-staff wages, as well as in the cost of spares, are reflected in higher maintenance costs. Insurance premiums were raised by approximately 12½ per cent. on July 1, 1957, in addition to which the upgrading of several areas also meant higher premiums for some operators.

Account has also been taken of the raised charges for many of the items which go to make up establishment costs. These could include expenses incurred in management, office equipment and staffing, representatives' salaries, advertising, professional services and the provision of an auxiliary fleet, including replacement vehicles, service vans and breakdown recovery vehicles. Apart from the increase in the cost of the individual items in this group, in recent years there has been an addition to their number as a result of a greater demand from customers for ancillary services involving capital expenditure, such as mechanical lifting devices and possibly warehousing.

In response to readers' requests and in an endeavour to make the "Tables" more readily adaptable to their immediate use, there has been change in the basis on which fuel costs have been calculated. Whilst it is realized that over the whole range of operators, large or small, goods or passenger, some will buy fuel at retail price from a local garage, whilst others will have their own storage and buy at bulk-delivery price, it has been considered that the latter would be in the majority. Fuel costs have, therefore, been based on the bulk wholesale price for standard motor spirit and oil fuel in the outer zone.

An exception is made, however, in the case of private, staff and hire cars, for which it is considered more appropriate to base the cost of fuel on the retail price of premium motor spirit. For users who purchase their fuel at other rates, an abbreviated ready reckoner is included in the booklet, so that this item of cost can be adjusted accordingly.

Time and Mileage*

The two fundamental elements in vehicle operation—time and mileage—are reflected in the method used to compile the "Tables." All expenditure directly chargeable to the operation of specific vehicles is correspondingly divided into two groups—standing costs and running costs.

Standing costs are shown as a weekly expenditure (and additionally per hour), whilst running costs are totalled in pence per mile calculated to two places of decimals. Total operating costs are obtained from the addition of standing and running costs, thereby implying a known, or agreed estimated, mileage for whatever period is under consideration. The "Tables" are, therefore, calculated for varying groups of weekly mileages appropriate to each type of vehicle.

Actually there is a slight misnomer in the use of the term "standing costs," as they have to be met throughout the period the vehicle is in the operator's possession, regardless of whether it is literally standing or mobile. It is considered, however, in this era of inflation, that the alternative term "fixed costs" would be an even greater misnomer.

GOODS VEHICLES — Petrol-engined — Four-wheeled

Load carried	5 cwt.	10 cwt.	15 cwt.	1 ton	1½ tons	2 tons	3 tons	4 tons	5 tons	6 tons	7 tons	Load carried
	s. d.											
STANDING COSTS (per week)												
Licences	6 0	6 0	8 0	8 0	9 0	10 0	11 0	12 0	13 0	13 0	14 0	
Wages	179 0	179 0	179 0	179 0	179 0	179 0	179 0	179 0	179 0	186 3	186 3	
Rent and Rates	6 6	7 0	7 6	8 0	8 6	9 0	9 6	10 0	10 6	11 0	11 6	
Insurance	6 3	7 6	8 5	8 8	8 10	9 1	9 7	10 5	12 10	15 2	18 0	
Interest	5 7	6 7	7 5	10 2	10 10	12 0	12 0	13 2	14 5	16 5	16 9	
Totals (per week)	203 4	206 1	210 4	213 10	216 2	219 1	221 1	224 7	229 9	241 10	246 6	
(per hour)	4 71	4 81	4 91	4 101	4 11	4 11½	5 01	5 11	5 21	5 51	5 71	
STANDING COSTS (per week)												
RUNNING COSTS (pence per mile)												
Fuel	1.55	1.70	2.47	2.75	2.91	3.09	3.30	3.53	4.12	4.50	4.95	
Lubricants	0.15	0.16	0.18	0.19	0.19	0.20	0.21	0.22	0.24	0.25	0.27	
Tyres	0.36	0.48	0.60	0.72	0.76	0.80	0.88	1.04	1.28	1.44	1.60	
Maintenance	0.95	1.13	1.23	1.43	1.70	1.93	2.01	2.46	2.86	3.14	3.48	
Depreciation	1.30	1.35	1.41	1.45	1.50	1.64	1.66	1.80	1.90	2.11	2.18	
Totals	4.31	4.82	5.89	6.54	7.06	7.66	8.06	9.05	10.40	11.44	12.48	
RUNNING COSTS (pence per mile)												
Fuel	1.41	1.55	2.25	2.50	2.65	2.81	3.00	3.21	3.75	4.09	4.50	
Lubricants	0.13	0.14	0.15	0.17	0.17	0.18	0.21	0.22	0.23	0.25	0.26	
Tyres	0.36	0.48	0.60	0.72	0.76	0.80	0.88	1.04	1.28	1.44	1.60	
Maintenance	0.69	0.85	0.92	1.09	1.36	1.53	1.66	1.93	2.22	2.44	2.63	
Depreciation	1.18	1.23	1.28	1.32	1.36	1.49	1.51	1.64	1.73	1.92	1.98	
Totals	3.77	4.25	5.20	5.80	6.30	6.81	7.26	8.04	9.21	10.14	10.97	
Fuel												
Lubricants	0.13	0.14	0.15	0.17	0.17	0.18	0.21	0.22	0.23	0.25	0.26	
Tyres	0.36	0.48	0.60	0.72	0.76	0.80	0.88	1.04	1.28	1.44	1.60	
Maintenance	0.69	0.85	0.92	1.09	1.36	1.53	1.66	1.93	2.22	2.44	2.63	
Depreciation	1.18	1.23	1.28	1.32	1.36	1.49	1.51	1.64	1.73	1.92	1.98	
Totals	3.69	4.15	5.10	5.68	6.07	6.68	7.13	7.88	9.06	9.98	10.77	
Fuel												
600 Miles per Week and Upwards												
Fuel	1.41	1.55	2.25	2.50	2.65	2.81	3.00	3.21	3.75	4.09	4.50	
Lubricants	0.13	0.14	0.15	0.17	0.17	0.18	0.21	0.22	0.23	0.25	0.26	
Tyres	0.36	0.48	0.60	0.72	0.76	0.80	0.88	1.04	1.28	1.44	1.60	
Maintenance	0.61	0.75	0.82	0.97	1.13	1.40	1.53	1.77	2.07	2.28	2.43	
Depreciation	1.18	1.23	1.28	1.32	1.36	1.49	1.51	1.64	1.73	1.92	1.98	
Totals	3.69	4.15	5.10	5.68	6.07	6.68	7.13	7.88	9.06	9.98	10.77	
TOTAL OPERATING COST—per Mile												
Miles per week	d.	Miles per week										
200	16.51	17.19	18.51	19.37	20.03	20.81	21.33	22.53	24.19	25.95	27.27	200
400	9.87	10.44	11.51	12.22	12.79	13.38	13.89	14.78	16.10	17.40	18.37	400
600	7.76	8.28	9.31	9.96	10.40	11.07	11.56	12.38	13.66	14.82	15.70	600
800	6.74	7.25	8.26	8.89	9.32	9.97	10.45	11.25	12.51	13.61	14.47	800
1000	6.13	6.62	7.62	8.25	8.66	9.31	9.78	10.57	11.82	12.88	13.73	1000
TOTAL OPERATING COST—per Week												
	£ s. d.											
200	13 15	14 7	15 9	16 3	16 14	17 7	17 16	18 16	20 3	21 13	22 15	200
400	16 9	17 8	19 4	20 7	21 6	22 6	23 6	24 14	26 17	29 0	30 12	400
600	19 8	20 14	23 5	24 18	26 0	27 14	28 18	30 19	34 3	37 1	39 5	600
800	22 9	24 3	27 11	29 13	31 1	33 5	34 17	37 10	41 14	45 7	48 5	800
1000	25 11	27 12	31 15	34 8	36 2	39 13	40 15	44 1	49 5	53 14	57 4	1000
MINIMUM CHARGES—per Mile												
	s. d.											
200	1 11½	2 03	2 13½	2 3½	2 4½	2 5½	2 6	2 7½	2 10	3 0½	3 2½	200
400	1 2	1 2	1 4½	1 5½	1 6	1 7½	1 8½	1 10½	2 0	2 1	2 1½	400
600	1 11	1 11	1 11	1 2	1 2½	1 3½	1 4½	1 5½	1 7½	1 8½	1 10	600
800	9½	10	11	1 0½	1 1½	1 2	1 2½	1 3½	1 5½	1 7½	1 8½	800
1000	8½	9½	10½	11½	1 0½	1 1½	1 1½	1 2½	1 4½	1 6½	1 7½	1000
MINIMUM CHARGES—per Week												
	£ s. d.											
200	19 5	20 2	21 13	22 12	23 8	24 6	24 18	26 6	28 4	30 6	31 17	200
400	23 1	24 7	26 18	28 10	29 16	31 4	32 12	34 12	37 12	40 12	42 17	400
600	27 3	29 0	32 11	34 17	36 8	38 16	40 9	43 7	47 16	51 16	55 9	600
800	31 9	33 16	38 11	41 10	43 9	46 11	48 16	52 10	58 8	63 10	67 11	800
1000	35 15	38 13	44 9	48 3	50 11	55 10	57 1	61 13	68 19	75 4	80 2	1000
MINIMUM CHARGES—Time plus Mileage												
	s. d.											
Per hour	6 5½	6 6½	6 8½	6 9½	6 10½	6 11½	7 0½	7 1½	7 3½	7 8½	7 9½	
Per mile	6	6	8½	9½	10	10½	11½	12	13	14	15½	
200	6	6	8½	9½	10	10½	11½	12	13	14	15½	200
400 and over	5½	6	7½	8½	9½	10½	11½	12	13	14	15½	400 and over

Estimates for standing, running and total operating costs are applicable to both ancillary and professional operators. It is the haulier, however, for whom the recommended minimum charges are primarily intended. These include an allowance for establishment costs and profit margin in addition to the total operating cost.

The 10 items of operating costs divide conveniently into five in each of the two groups of standing and running costs. The standing costs are: (1) licences, (2) wages, (3) rent and rates, (4) insurance and (5) interest. Because they do not vary relative to mileage operated, they are calculated on a time basis, but to make provision for an average of two weeks per year when vehicles may not be available for service, the weekly amounts are obtained by dividing the total annual standing costs of these five items by 50 instead of 52.

The item "licences" refers to the licence duty chargeable under the Vehicles (Excise) Act, 1949, and formerly referred to as the Road Fund tax. Because the duty payable in respect of goods vehicles varies according to the unladen weight, the amount shown will not necessarily alter in proportion to increased payload capacity. Passenger vehicles are, of course, rated according to seating capacity, with the exception of those taken as private cars.

Whilst the statutory obligation to observe Road Haulage Wages Orders is limited to A- and B-licensed operators, in practice wages paid by C-licensees do not greatly differ. The wages shown for passenger vehicles are calculated according to the relevant national scale. In both cases additions have been made on account of employers' contributions to both National Insurance and voluntary employers' indemnity insurance, the latter replacing statutory contributions under the former Workmen's Compensation Act. An appropriate adjustment has also been made to include the cost of holidays with pay.

to as the Road Fund tax. Because the duty payable in respect of goods vehicles varies according to the unladen weight, the amount shown will not necessarily alter in proportion to increased payload capacity. Passenger vehicles are, of course, rated according to seating capacity, with the exception of those taken as private cars.

The cost of vehicle insurance is based on full comprehensive cover and in the case of goods vehicles relates to ancillary operation in medium-risk areas.

Running costs are those which are incurred only when the vehicle is operated and, with limited exceptions, vary directly in relation to mileage, assuming average operational conditions. The five items are: (1) Fuel, (2) lubricants, (3) tyres, (4) maintenance and (5) depreciation. As mentioned earlier, fuel is based on bulk-delivery prices—petrol at 3s. 9d. per gallon and oil fuel (derv) at 3s. 10d. per gallon.

As in previous editions of the "Tables," depreciation is calculated on a mileage basis, with the life of vehicles in the lower-priced groups assessed at 125,000 miles, rising to 250,000 for the "heavies." An exception, however, is made in depreciating private, staff and hire cars. This course has been

followed in keeping with the modern tendency for frequent replacement in an endeavour to obtain both maximum availability of vehicles and advantage of mass-production methods.

The full "Tables of Operating Costs" include two articles on systematic cost recording and the recording of tyre costs, the addresses of Licensing Authorities and Traffic Commissioners, Road Haulage Association area secretaries, Traders' Road Transport Association divisional secretaries and Passenger Vehicle Operators' Association area secretaries.

An extract from R.H.(64) is also given, with alternative fuel costs for individual operators to make appropriate adjustments where necessary. There is also a 10-year comparison of the three major items of cost—vehicle prices, wages and the price of fuel. The third includes details of changes in fuel tax.—S.B.

GOODS VEHICLES—Oil-engined—Four-wheeled

Load carried	1 ton	2 tons	3 tons	4 tons	5 tons	6 tons	7 tons	8 tons	9 tons	Add for Trailer	Load carried
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	
STANDING COSTS (per week)											
Licences	9 0	10 0	12 0	13 0	14 0	14 0	15 6	24 0	26 0	8 0	
Wages	179 0	179 0	179 0	179 0	179 0	186 3	186 3	186 3	186 3	184 0	
Rent and Rates	8 0	9 0	9 6	10 0	10 6	11 0	11 0	11 0	11 0	9 6	
Insurance	8 8	9 2	10 0	11 5	13 7	14 0	16 0	20 4	22 1	4 4	
Interest	12 0	13 2	15 7	18 0	18 3	19 7	21 0	32 0	40 0	10 10	
Total (per week)	216 8	220 4	226 1	231 5	235 4	244 4	249 9	273 7	285 4	216 8	
(per hour)	4 11	5 0	5 1	5 3	5 4	5 6	5 8	6 2	6 6	4 11	
RUNNING COSTS (pence per mile)											
Fuel	1.70	1.92	2.09	2.19	2.56	2.88	3.07	3.54	3.83	1.28	
Lubricants	0.22	0.22	0.23	0.23	0.24	0.24	0.25	0.26	0.26	0.13	
Tires	0.79	0.88	0.96	1.14	1.41	1.58	1.76	2.00	2.56	1.36	
Maintenance	1.24	1.65	1.79	2.05	2.31	2.53	2.86	3.19	3.52	0.89	
Depreciation	1.71	1.88	2.22	2.49	2.53	3.30	3.47	4.29	4.52	0.64	
Totals	5.66	6.55	7.29	8.10	9.05	10.53	11.41	13.28	14.69	4.30	
200 Miles per Week											
Fuel	1.70	1.92	2.09	2.19	2.56	2.88	3.07	3.54	3.83	1.28	
Lubricants	0.22	0.22	0.23	0.23	0.24	0.24	0.25	0.26	0.26	0.13	
Tires	0.79	0.88	0.96	1.14	1.41	1.58	1.76	2.00	2.56	1.36	
Maintenance	0.95	1.32	1.45	1.67	1.94	2.09	2.37	2.65	2.93	0.62	
Depreciation	1.56	1.71	2.02	2.26	2.30	3.00	3.15	3.90	4.11	0.64	
Totals	5.22	6.05	6.75	7.49	8.45	9.79	10.60	12.35	13.69	4.03	
400 Miles per Week											
Fuel	1.70	1.92	2.09	2.19	2.56	2.88	3.07	3.54	3.83	1.28	
Lubricants	0.22	0.22	0.23	0.23	0.24	0.24	0.25	0.26	0.26	0.13	
Tires	0.79	0.88	0.96	1.14	1.41	1.58	1.76	2.00	2.56	1.36	
Maintenance	0.95	1.32	1.45	1.67	1.94	2.09	2.37	2.65	2.93	0.53	
Depreciation	1.56	1.71	2.02	2.26	2.30	3.00	3.15	3.90	4.11	0.64	
Totals	5.12	5.94	6.63	7.37	8.33	9.68	10.36	11.98	13.19	3.94	
600 Miles per Week and Upwards											
Fuel	1.70	1.92	2.09	2.19	2.56	2.88	3.07	3.54	3.83	1.28	
Lubricants	0.22	0.22	0.23	0.23	0.24	0.24	0.25	0.26	0.26	0.13	
Tires	0.79	0.88	0.96	1.14	1.41	1.58	1.76	2.00	2.56	1.36	
Maintenance	0.85	1.21	1.33	1.55	1.82	1.98	2.13	2.28	2.43	0.53	
Depreciation	1.56	1.71	2.02	2.26	2.30	3.00	3.15	3.90	4.11	0.64	
Totals	5.12	5.94	6.63	7.37	8.33	9.68	10.36	11.98	13.19	3.94	
TOTAL OPERATING COST—per Mile											
Miles per week	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	Miles per week
200	18.66	19.77	20.85	21.98	23.17	25.19	26.40	29.70	31.81	17.30	200
400	11.72	12.66	13.53	14.43	15.51	17.12	18.09	20.56	22.25	10.53	400
600	9.45	10.35	11.15	12.00	13.04	14.57	15.36	17.45	18.90	8.27	600
800	8.37	9.24	10.02	10.84	11.86	13.35	14.11	16.08	17.47	7.19	800
1000	7.72	8.58	9.34	10.15	11.15	12.61	13.36	15.26	16.61	6.54	1000
1200	7.29	8.14	8.89	9.69	10.68	12.12	12.86	14.72	16.04	6.11	1200
	£ s.	£ s.	£ s.	£ s.	£ s.	£ s.	£ s.	£ s.	£ s.	£ s.	
	£ s.	£ s.	£ s.	£ s.	£ s.	£ s.	£ s.	£ s.	£ s.	£ s.	
TOTAL OPERATING COST—per Week											
Miles per week	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	
200	15 11	16 10	17 8	18 6	19 6	21 0	22 0	24 15	26 10	14 8	200
400	11 11	21 2	22 11	24 1	25 17	28 11	30 3	34 5	37 2	17 11	400
600	23 13	25 18	27 18	30 0	32 12	36 9	38 8	43 13	47 5	20 14	600
800	27 18	30 16	33 8	36 3	39 11	44 10	47 1	53 12	58 5	23 18	800
1000	32 3	35 15	38 18	42 6	46 9	52 11	55 13	63 12	69 4	27 5	1000
1200	36 9	40 14	44 9	48 9	53 8	60 12	64 6	73 12	80 4	30 11	1200
	£ s.	£ s.	£ s.	£ s.	£ s.	£ s.	£ s.	£ s.	£ s.	£ s.	
MINIMUM CHARGES—per Mile											
Miles per week	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	
200	2 24	2 32	2 54	2 67	2 81	2 111	3 1	3 55	3 83	2 01	200
400	1 48	1 52	1 7	1 82	1 95	2 0	2 1	2 4	2 7	1 21	400
600	1 11	1 12	1 38	1 41	1 61	1 83	1 91	2 0	2 2	1 11	600
800	1 17	1 1	1 2	1 34	1 43	1 61	1 73	1 10	2 0	1 01	800
1000	1 0	1 0	1 1	1 22	1 32	1 51	1 61	1 9	1 11	91	1000
1200	1 0	1 11	1 0	1 0	1 3	1 5	1 6	1 8	1 10	81	1200
	£ s.	£ s.	£ s.	£ s.	£ s.	£ s.	£ s.	£ s.	£ s.	£ s.	
MINIMUM CHARGES—per Week											
Miles per week	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	
200	21 15	23 2	24 7	25 12	27 0	29 8	30 16	34 13	37 2	20 5	200
400	27 7	29 11	31 11	33 13	36 4	39 19	42 4	47 19	51 19	24 11	400
600	33 2	36 4	39 0	42 9	45 13	51 1	53 15	61 1	66 3	29 0	600
800	39 1	43 2	46 15	50 12	55 7	62 6	65 17	75 0	81 11	33 9	800
1000	45 2	50 1	54 9	59 4	65 0	73 11	77 18	89 1	96 18	38 3	1000
1200	51 1	57 0	62 5	67 17	74 15	84 17	90 0	103 1	112 6	42 15	1200
	£ s.	£ s.	£ s.	£ s.	£ s.	£ s.	£ s.	£ s.	£ s.	£ s.	
MINIMUM CHARGES—Time plus Mileage											
Per hour	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	
Per mile—	6 10	7 0	7 2	7 4	7 6	7 9	7 11	8 9	9 1	6 10	
200	8	9	10	11	1	1	1	1	1	6	
400 and over	7	8	9	10	1	1	1	1	1	5	
	Per hour	Per mile—									
	200	200									
	400 and over	400 and over									

GOODS VEHICLES

Oil-engined—Six- and Eight-wheeled (Rigid)

Load carried	10 tons (6-wh.)	Max. Load (6-wh.)	Max. Load (8-wh.)	Add for Trailer	Load carried	10 tons (6-wh.)	Max. Load (6-wh.)	Max. Load (8-wh.)	Add for Trailer
STANDING COSTS (per week)									
Licences	34 0	42 0	48 0	8 0	Miles per week		22 34	25 31	28 28
Wages	186 3	192 7	199 10	184 0	400		18 77	21 19	23 97
Rent and Rates	12 0	12 6	13 0	9 6	600		17 04	19 51	22 33
Insurance	27 7	39 2	44 0	4 4	800		16 12	18 49	20 82
Interest	45 7	54 3	58 8	10 10	1000		15 51	17 81	20 09
Totals (per week)	305 5	340 6	363 6	216 8	1200				6 11
(per hour)	6 11	7 9	8 4	4 11					
RUNNING COSTS (pence per mile)									
Fuel	3 83	4 18	5 11	1 28	400 Miles per Week		£ s.	£ s.	£ s.
Lubricants	0 27	0 28	0 28	0 13	800		37 5	42 4	47 3
Tyres	3 36	4 32	5 12	1 36	1000		46 19	53 0	59 19
Maintenance	2 56	2 74	2 93	0 62			56 16	65 1	74 9
Depreciation	3 16	3 67	3 93	0 64			67 3	77 1	86 15
Totals	13 18	15 19	17 37	4 03			77 11	89 1	100 9
					400				30 11
400 Miles per Week									
Fuel	3 83	4 18	5 11	1 28	600				
Lubricants	0 27	0 28	0 28	0 13	800				
Tyres	3 36	4 32	5 12	1 36	1000				
Maintenance	2 33	2 46	2 62	0 53					
Depreciation	2 87	3 34	3 57	0 64					
Totals	12 66	14 58	16 70	3 94					
					400 Miles per Week				
Fuel	3 83	4 18	5 11	1 28	600				
Lubricants	0 27	0 28	0 28	0 13	800				
Tyres	3 36	4 32	5 12	1 36	1000				
Maintenance	2 33	2 46	2 62	0 53					
Depreciation	2 87	3 34	3 57	0 64					
Totals	12 46	14 40	16 46	3 94					
					400 Miles per Week				
Fuel	3 83	4 18	5 11	1 28	600				
Lubricants	0 27	0 28	0 28	0 13	800				
Tyres	3 36	4 32	5 12	1 36	1000				
Maintenance	2 13	2 28	2 38	0 53					
Depreciation	2 87	3 34	3 57	0 64					
Totals	12 46	14 40	16 46	3 94					
					600 Miles per Week and Upwards				
Fuel	3 83	4 18	5 11	1 28	600				
Lubricants	0 27	0 28	0 28	0 13	800				
Tyres	3 36	4 32	5 12	1 36	1000				
Maintenance	2 01	2 33	2 81	3 11					
Depreciation	2 62	3 10	3 39	3 58					
Totals	8 53	10 22	12 12	13 17	15 78	18 72			
					400 Miles per Week				
Fuel	2 56	3 29	3 54	3 83	4 18	5 11	200	22 53	25 37
Lubricants	0 27	0 27	0 27	0 27	0 27	0 27	400	18 83	18 96
Tyres	1 07	1 23	2 11	2 38	4 22	5 63	600	12 24	14 26
Maintenance	1 55	1 71	2 04	2 23	2 37	2 67	800	11 08	13 00
Depreciation	2 38	2 82	3 08	3 25	3 36	3 61	1000	10 38	12 24
Totals	7 83	9 32	11 04	11 96	14 40	17 29			
					400 Miles per Week and Upwards				
Fuel	2 56	3 29	3 54	3 83	4 18	5 11	200	18 16	21 3
Lubricants	0 27	0 27	0 27	0 27	0 27	0 27	400	24 14	28 3
Tyres	1 07	1 23	2 11	2 38	4 22	5 63	600	30 12	35 13
Maintenance	1 55	1 71	2 04	2 23	2 37	2 67	800	36 19	43 7
Depreciation	2 38	2 82	3 08	3 25	3 36	3 61	1000	49 11	58 13
Totals	7 83	9 32	11 04	11 96	14 40	17 29			
					600 Miles per Week and Upwards				
Fuel	2 56	3 29	3 54	3 83	4 18	5 11	200	18 16	21 3
Lubricants	0 27	0 27	0 27	0 27	0 27	0 27	400	24 14	28 3
Tyres	1 07	1 23	2 11	2 38	4 22	5 63	600	30 12	35 13
Maintenance	1 55	1 71	2 04	2 23	2 37	2 67	800	36 19	43 7
Depreciation	2 38	2 82	3 08	3 25	3 36	3 61	1000	49 11	58 13
Totals	7 83	9 32	11 04	11 96	14 40	17 29			
					600 Miles per Week and Upwards				
Fuel	2 56	3 29	3 54	3 83	4 18	5 11	200	18 16	21 3
Lubricants	0 27	0 27	0 27	0 27	0 27	0 27	400	24 14	28 3
Tyres	1 07	1 23	2 11	2 38	4 22	5 63	600	30 12	35 13
Maintenance	1 55	1 71	2 04	2 23	2 37	2 67	800	36 19	43 7
Depreciation	2 38	2 82	3 08	3 25	3 36	3 61	1000	49 11	58 13
Totals	7 83	9 32	11 04	11 96	14 40	17 29			
					600 Miles per Week and Upwards				
Fuel	2 56	3 29	3 54	3 83	4 18	5 11	200	18 16	21 3
Lubricants	0 27	0 27	0 27	0 27	0 27	0 27	400	24 14	28 3
Tyres	1 07	1 23	2 11	2 38	4 22	5 63	600	30 12	35 13
Maintenance	1 55	1 71	2 04	2 23	2 37	2 67	800	36 19	43 7
Depreciation	2 38	2 82	3 08	3 25	3 36	3 61	1000	49 11	58 13
Totals	7 83	9 32	11 04	11 96	14 40	17 29			
					600 Miles per Week and Upwards				
Fuel	2 56	3 29	3 54	3 83	4 18	5 11	200	18 16	21 3
Lubricants	0 27	0 27	0 27	0 27	0 27	0 27	400	24 14	28 3
Tyres	1 07	1 23	2 11	2 38	4 22	5 63	600	30 12	35 13
Maintenance	1 55	1 71	2 04	2 23	2 37	2 67	800	36 19	43 7
Depreciation	2 38	2 82	3 08	3 25	3 36	3 61	1000	49 11	58 13
Totals	7 83	9 32	11 04	11 96	14 40	17 29			
					600 Miles per Week and Upwards				
Fuel	2 56	3 29	3 54	3 83	4 18	5 11	200	18 16	21 3
Lubricants	0 27	0 27	0 27	0 27	0 27	0 27	400	24 14	28 3
Tyres	1 07	1 23	2 11	2 38	4 22	5 63	600	30 12	35 13
Maintenance	1 55	1 71	2 04	2 23	2 37	2 67	800	36 19	43 7
Depreciation	2 38	2 82	3 08	3 25	3 36	3 61	1000	49 11	58 13
Totals	7 83	9 32	11 04	11 96	14 40	17 29			
					600 Miles per Week and Upwards				
Fuel	2 56	3 29	3 54	3 83	4 18	5 11	200	18 16	21 3
Lubricants	0 27	0 27	0 27	0 27	0 27	0 27	400	24 14	28 3
Tyres	1 07	1 23	2 11	2 38	4 22	5 63	600	30 12	35 13
Maintenance	1 55	1 71	2 04	2 23	2 37	2 67	800	36 19	43 7
Depreciation	2 38	2 82	3 08	3 25	3 36	3 61	1000	49 11	58 13
Totals	7 83	9 32	11 04	11 96	14 40	17 29			
					600 Miles per Week and Upwards				
Fuel	2 56	3 29	3 54	3 83	4 18	5 11	200	18 16	21 3
Lubricants	0 27	0 27	0 27	0 27	0 27	0 27	400	24 14	28 3
Tyres	1 07	1 23	2 11	2 38	4 22	5 63	600	30 12	35 13
Maintenance	1 55	1 71	2 04	2 23	2 37	2 67	800	36 19	43 7
Depreciation	2 38	2 82	3 08	3 25	3 36	3 61	1000	49 11	58 13
Totals	7 83	9 32	11 04	11 96	14 40	17 29			
					600 Miles per Week and Upwards				
Fuel	2 56	3 29	3 54	3 83	4 18	5 11	200	18 16	21 3
Lubricants	0 27	0 27	0 27	0 27	0 27	0 27	400	24 14	28 3
Tyres	1 07	1 23	2 11	2 38	4 22	5 63	600	30 12	35 13
Maintenance	1 55	1 71	2 04	2 23	2 37	2 67	800	36 19	43 7
Depreciation	2 38	2 82	3 08	3 25	3 36	3 61	1000	49 11	58 13
Totals	7 83	9 32	11 04	11 96	14 40	17 29			
					600 Miles per Week and Upwards				
Fuel	2 56	3 29	3 54	3 83	4 18	5 11	200	18 16	21 3
Lubricants	0 27	0 27	0 27	0 27	0 27	0 27	400	24 14	28 3
Tyres	1 07	1 23	2 11	2 38	4 22	5 63	600	30 12	35 13
Maintenance	1 55	1 71	2 04	2 23	2 37	2 67	800	36 19	43 7
Depreciation	2 38	2 82	3 08	3 25	3 36	3 61	1000	49 11	58 13
Totals	7 83	9 32	11 04	11 96	14 40	17 29			
					600 Miles per Week and Upwards				
Fuel	2 56	3 29	3 54	3 83	4 18	5 11	200	18 16	21 3
Lubricants	0 27	0 27	0 27	0 27	0 27	0 27	400	24 14	28 3
Tyres	1 07	1 23	2 11	2 38	4 22	5 63	600	30 12	35 13
Maintenance	1 55	1 71	2 04	2 23	2 37	2 67	800	36 19	43 7
Depreciation	2 38	2 82	3 08	3 25	3 36	3 61	1000	49 11	58 13
Totals	7 83	9 32	11 04	11 96	14 40	17 29			
					600 Miles per Week and Upwards				
Fuel	2 56	3 29	3 54	3 83	4 18	5 11	200	18 16	21 3
Lubricants	0 27	0 27	0 27	0 27	0 27	0 27	400	24 14	28 3
Tyres	1 07	1 23	2 11	2 38	4 22	5 63	600	30 12	35 13
Maintenance	1 55	1 71	2 04	2 23	2 37	2 67	800	36 19	43 7
Depreciation	2 38	2 82	3 08	3 25	3 36	3 61	1000	49 11	58 13
Totals	7 83	9							

WHO WANTS AN ANTI-FREEZE THAT LASTS THE WHOLE YEAR ROUND?

Your customers do! Cooling systems need protection against corrosion as well as frost. And Thylene's special corrosion inhibitors keep active the whole year round.

IN WINTER, Thylene repels all attacks by frost—even down to the extreme of 47° of frost.

The pure ethylene glycol base keeps the cooling system safe throughout the longest and hardest freeze-ups.

IN SUMMER, Thylene continues to guard the cooling system against corrosion—and the serious damage it can lead to. Thylene corrosion inhibitors are a unique combination which protects *all* cooling system metals from

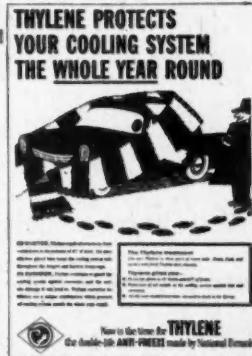


one Autumn to the next.

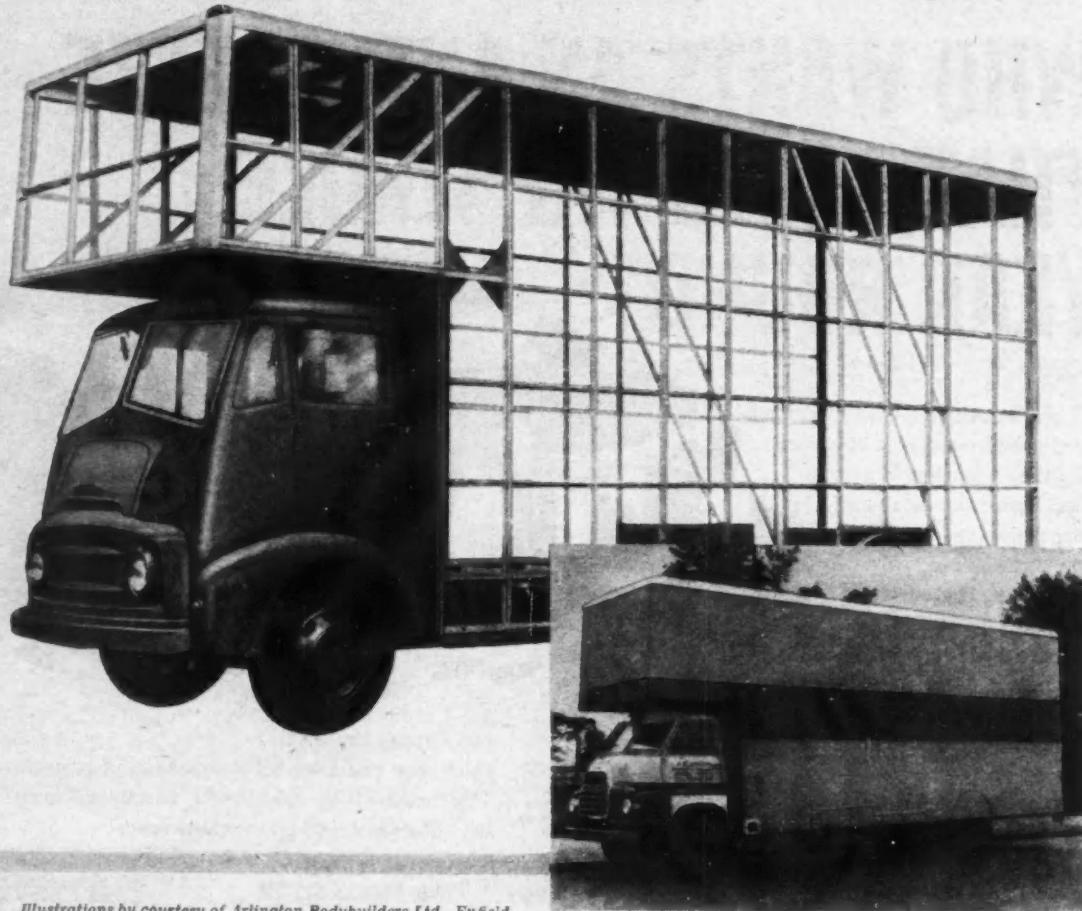
Give your customers all-the-year-round protection with Thylene *double-life* Anti-Freeze. One fill will keep a cooling system safe right up to next October!

*Starting Soon
Thylene's
biggest ever
ad-campaign*

Bus rears—display aids—ads in National Dailies and the Motoring Press. Get your stock of Thylene now for early Autumn sales.



Now is the time to order **THYLENE**—the double-life **ANTI-FREEZE** made by National Benzole



Illustrations by courtesy of Arlington Bodybuilders Ltd., Enfield.

Commercial vehicles built in aluminium
are lighter, stronger, cheaper to run—
AND THEY LAST!

**Arlington Built—
with
REYNOLDS
T.I. ALUMINIUM
Sheet and Sections**



REYNOLDS T.I. ALUMINIUM LTD. 

GENERAL SALES OFFICE: 10 BUCKINGHAM PLACE, LONDON, S.W.1

Head Office: Redfern Road, Tyseley, Birmingham 11

REGIONAL SALES OFFICES AT LONDON, BIRMINGHAM, BRISTOL, MANCHESTER, LEEDS, GLASGOW, BELFAST

PASSENGER VEHICLES—Oil-engined—Buses

Number of seats	26	39	44	60	70	Number of seats	26	39	44	60	70
STANDING COSTS											
(per week)	s. d.	s. d.	s. d.	s. d.	s. d.	Miles per Week	d.	d.	d.	d.	d.
Licences	21 11	29 2	31 6	39 2	44 0	400 hours	18 81	26 27	27 62	30 93	32 70
Wages:						600	15 34	20 94	22 18	25 10	26 67
(44 hours)	216 3	374 6	374 6	374 6	374 6	800	13 61	18 27	19 44	22 22	23 67
(88 hours)	432 6	749 0	749 0	749 0	749 0	1000	12 65	16 77	17 91	20 59	22 01
Rent and Rates	13 6	14 0	14 0	15 0	15 0	(88 hours)					
Insurance	34 5	40 2	42 10	50 0	54 0	800	16 85	23 89	25 06	27 82	29 29
Interest	33 10	43 1	48 3	59 5	67 5	1000	15 24	21 27	22 41	25 08	26 50
Totals (44 hours)	319 11	500 11	511 1	538 1	554 11	1200	14 17	19 51	20 64	23 26	24 65
(88 hours)	536 2	875 5	885 7	912 7	929 5	1400	13 41	18 26	19 37	21 95	23 32
RUNNING COSTS											
(pence per mile)						400 Miles per Week	£ s.				
Fuel	3.07	3.83	4.18	4.60	5.11	400	31 7	43 16	46 0	51 11	54 10
Lubricants	0.27	0.27	0.27	0.28	0.28	600	38 7	52 7	55 9	62 15	66 13
Tyres	1.04	1.44	1.68	2.48	2.48	800	45 7	60 18	64 16	74 1	78 18
Maintenance	2.56	2.83	3.06	3.53	3.71	1000	52 14	69 17	74 13	85 16	91 14
Depreciation	2.27	2.87	3.10	3.90	4.47	800	56 3	79 13	83 11	92 15	97 12
Totals	9.21	11.24	12.29	14.79	16.05	1000	63 10	88 12	93 8	104 10	110 8
						1200	70 17	97 11	103 4	116 6	123 5
						1400	78 5	106 10	113 0	128 0	136 1
600 Miles per Week											
Fuel	3.07	3.83	4.18	4.60	5.11	(44 hours)	s. d.				
Lubricants	0.27	0.27	0.27	0.28	0.28	400	2 24	3 01	3 23	3 73	3 93
Tyres	1.04	1.44	1.68	2.48	2.48	600	1 98	2 23	2 7	2 11	3 1
Maintenance	2.29	2.51	2.73	3.08	3.23	800	1 7	2 21	2 31	2 73	2 92
Depreciation	2.27	2.87	3.10	3.90	4.47	1000	1 58	1 11	2 1	2 4	2 6
Totals	8.94	10.92	11.96	14.34	15.57	800	1 111	2 91	2 11	3 3	3 5
						1000	1 94	2 24	2 71	2 111	3 15
						1200	1 8	2 24	2 5	2 6	2 10
						1400	1 61	2 1	2 31	2 6	2 8
800 Miles per Week and Upwards											
Fuel	3.07	3.83	4.18	4.60	5.11	(44 hours)	£ s.				
Lubricants	0.27	0.27	0.27	0.28	0.28	400	43 18	61 6	64 8	72 3	76 5
Tyres	1.04	1.44	1.68	2.48	2.48	600	53 14	73 6	77 13	87 17	93 6
Maintenance	2.16	2.35	2.55	2.87	3.01	800	73 16	97 16	104 10	120 2	128 8
Depreciation	2.27	2.87	3.10	3.90	4.47	1000	78 12	111 10	116 19	129 17	136 13
Totals	8.81	10.76	11.78	14.13	15.35	800	88 18	124 1	130 15	146 6	154 11
						1000	99 4	136 11	144 10	162 16	172 11
						1200	109 11	149 2	158 4	179 4	190 9

PASSENGER VEHICLES—Oil-engined—Coaches

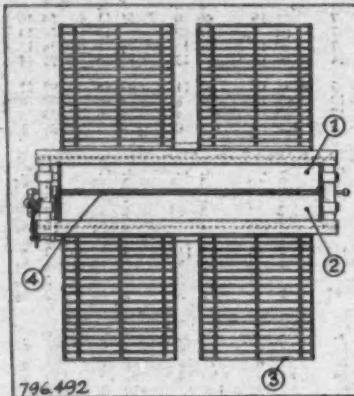
Number of seats	14	26	35	41	Number of seats	14	26	35	41
STANDING COSTS									
(per week)	s. d.	s. d.	s. d.	s. d.	Miles per week	d.	d.	d.	d.
Licences	12 4	21 11	27 2	30 1	400	15 76	19 48	23 41	25 69
Wages	190 0	200 0	200 0	200 0	600	12 67	15 81	19 23	21 27
Rent and Rates	12 6	13 6	14 0	14 0	800	11 30	14 21	17 49	19 45
Insurance	21 7	26 10	33 4	37 4	1000	* 10 51	13 32	16 53	18 43
Interest	25 7	34 5	49 3	57 6	1200	9 99	12 72	15 88	17 76
Totals (week)	262 0	296 8	323 9	338 11					
(hour)	5 11	6 9	7 4	7 8					
RUNNING COSTS									
(pence per mile)					400 Miles per Week	£ s.	£ s.	£ s.	£ s.
Fuel	1.70	2.19	2.42	2.56	400	26 5	32 9	39 0	42 16
Lubricants	0.24	0.27	0.27	0.27	600	31 13	39 11	48 1	53 4
Tyres	0.80	1.04	1.44	1.92	800	37 13	47 7	58 6	64 17
Maintenance	1.39	1.99	2.37	2.50	1000	43 16	55 10	68 17	76 16
Depreciation	3.77	5.09	7.20	8.28	1200	49 19	63 12	79 8	88 16
Totals	7.90	10.58	13.70	15.53					
600 Miles per Week									
Fuel	1.70	2.19	2.42	2.56	(44 hours)	s. d.	s. d.	s. d.	s. d.
Lubricants	0.24	0.27	0.27	0.27	400	1 10	2 31	2 81	3 0
Tyres	0.80	1.04	1.44	1.92	600	1 55	1 104	2 31	2 31
Maintenance	1.26	1.75	2.08	2.21	800	1 31	1 8	2 01	2 31
Depreciation	3.43	4.63	6.55	7.53	1000	1 21	1 64	1 111	2 104
Totals	7.43	9.88	12.76	14.49	1200	1 2	1 51	1 104	2 04
800 Miles per Week and Upwards									
Fuel	1.70	2.19	2.42	2.56	(44 hours)	£ s.	£ s.	£ s.	£ s.
Lubricants	0.24	0.27	0.27	0.27	400	36 15	45 9	54 12	59 18
Tyres	0.80	1.04	1.44	1.92	600	44 6	53 7	67 5	74 10
Maintenance	1.20	1.63	1.96	2.09	800	52 14	66 6	81 12	90 16
Depreciation	3.43	4.63	6.55	7.53	1000	61 6	77 14	96 8	107 10
Totals	7.37	9.76	12.64	14.37	1200	69 19	89 1	111 3	124 6
MINIMUM CHARGES—Time plus Mileage									
Per hour						s. d.	s. d.	s. d.	s. d.
Per mile						400	11 1	1 21	1 71
600 and over						600	10 1	1 2	1 6

• "The Commercial Motor" Tables of Operating Costs, of which the 43rd edition will be published on September 26, are still acknowledged to be unrivalled in their comprehensiveness and accuracy. They are widely used by operators in negotiations over rates and are accepted as fair and independent.

They supplement the weekly articles on costing published by "The Commercial Motor." This journal is willing to answer postal inquiries on costs and charges, but it is essential that readers should supply full information about their proposed activities, otherwise it is impossible to prepare the required estimates.

Removing Mud from Between Twin Tyres

VEHICLES with twin-tyred wheels are widely used in the building and similar trades, where much running is done both on made roads and muddy ground. The mud lodges between the twin tyres and fouls the roads for some distance from the site. Patent No. 796,492 shows a piece of equipment by which the mud



can be quickly removed from the tyres before the vehicle is used on the road. (H. Watson, 73 Twickenham Road, Teddington.)

A framework on, or slightly below, the ground is provided with a pair of rollers on to which the vehicle can be driven. In the plan view shown, 1 and 2 are the rollers, and sloping ramps (3) are provided for the wheels to run up.

A series of water jets (4) is located between the rollers, and as the wheels revolve on the rollers, the combination of centrifugal force and water jet is sufficient to remove all the accumulated mud from the tyres.

The apparatus may be portable or permanent, and the water supply, if not drawn from the mains, can be provided by a pump powered by the rotation of the rollers.

A HEIGHT STABILIZING DEVICE

PATENT No. 796,880 shows a modification to a suspension system the aim of which is to maintain a constant frame height whether the vehicle be light or loaded. (Regie Nationale des Usines Renault, 8-10 Avenue Emile Zola, Billancourt, Seine, France.)

The parallel-link suspension uses a helical spring (1) for its resilient member. This abuts under the frame at the top end but at the bottom it rests on a plat-

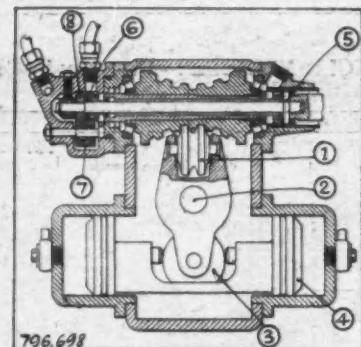
form (2). This is pivoted and can rise or fall, its position being determined by an hydraulic unit. The latter consists of three components, a cap (3) connected to the spring platform, a cylinder (4) linked to the arm (5) and a piston (6) fixed to the frame.

The hydraulic unit is self-pumping during spring deflections and the relative position of the three parts governs its action. If the spring should be forcibly shortened by load, thus causing the frame to sink, the hydraulic unit will automatically lengthen and, by compressing the spring, restore the frame to its original height.

POWER-ASSISTED STEERING UNIT

A STEERING gearbox, servo motor and control valve all grouped in a unit, is shown in patent No. 796,698. (Adamant Engineering Co., Ltd., Dallow Road, Luton, Beds.)

The worm is of hour-glass outline and meshes with a two-toothed "nut" in the form of a freely-mounted roller (1). This is carried on a lever mounted on the drop-arm spindle (2). The lever extends downwards to carry another roller (3) which receives the thrust from the servo motor, which consists of a double-ended piston



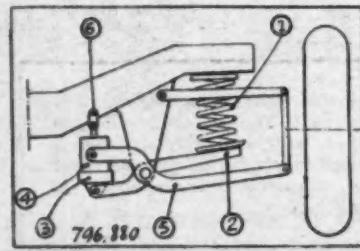
(4) having hydraulic connections at both ends of its cylinder.

The steering column turns, via a lost-motion coupling (5), a pinion (6) meshing with a double-width pinion (7). This returns the drive to a second pinion (8) on the column axis. This pinion is mounted on a slightly flexible extension from the column. When the column is turned, the second pinion moves slightly sideways, and it is this rocking movement that works the hydraulic control valves, not shown.

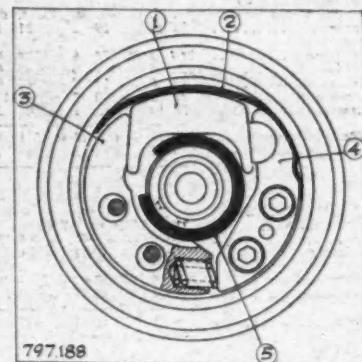
TEMPERATURE-CONTROLLED INJECTION TIMING

ACCORDING to patent No. 797,188 an oil engine when cold needs an advance of injection to overcome ignition delay and the patent discloses a device which automatically does this. (Klöckner-Humboldt-Deutz A.G., Deutz-Mülheimerstrasse 149/155, Köln-Deutz, Germany.)

In the scheme described, the temperature-controlled correcting unit is superimposed on the centrifugal device



B48



that advances the injection in accordance with engine speed. When cold, the timing is advanced when the engine is stationary.

The drawing shows one of several ways of carrying out the invention. The centrifugal advancer comprises a wedge-shaped weight (1) which moves outwards during running against a spring (2). As it moves, it spreads a pair of blocks (3 and 4), each of which is attached to one element of the coupling and so moves them apart in an angular sense.

The temperature control is given by a curved bimetallic strip (5) which is larger when cold, and by forcing the centrifugal weight outwards, provides the required advance.

A SPRUNG CONNECTING ROD
A COMPRESSION-IGNITION engine imposes heavy stresses on its connecting rods and though the forces are only transient, the rods must be strong enough to withstand them. Patent No. 797,080 shows a connecting rod having a built-in cushioning device to diminish these shock loads. (B. Crossley, 14 Van Dyck Avenue, New Malden, Surrey.)

The rod is made in two telescopic units with a powerful spring between them. The drawing shows a section of the assembly in which the part 1 carries the gudgeon-pin bore and slides within the outer member (2) which forms the bulk of the rod and bearing cap.

The spring consists of stacks of Belleville washers as shown at 3. The top piece receives the end of a bolt which can be adjusted to any desired degree of pre-compression of the washers. The bolt head prevents the rod from lengthening but permits it to shorten slightly by compressing the washers. To prevent the head from turning, it is provided with a ball moving in a keyway (4). Shock is said to be halved

GUY build a world-beater!

- New standard of driving comfort
- New-type third differential
- Non-fade air brakes on eight wheels
- Power-assisted steering
- Servo-assisted handbrake
- Small turning circ'e;
- Completely distinctive appearance

Take a chassis frame 12 in. deep. Suspend the body on 4 in. wide springs. Choose from a wide range of diesel engines and gear boxes. Specify power steering, dual air brakes, third differential for good measure! Add the most advanced cab in Europe, and there's the basis of the new Guy Invincibles. Four, six or eight wheelers. Built to forge ahead on the world's trunk roads economically!

THE GREAT NEW INVINCIBLE

GUY



GUY MOTORS LIMITED • WOLVERHAMPTON

SALES &

SERVICE

HOME DISTRIBUTORS



Rangeability • Serviceability • Reliability

CHESHIRE and NORTH WALES

MESSRS. TILSLY & LOVATT, LTD.,
Newstead Industrial Trading Estate,
Burton, Trentham, STOKE-ON-TRENT
Tel.: Trentham 49861

DERBYSHIRE

KAYS (DERBY), LTD.,
Ashbourne Road, DERBY
Tel.: Derby 40681

EAST ANGLIA :

CAMBRIDGESHIRE, NORFOLK,
SUFFOLK, HUNTINGDONSHIRE
MESSRS. PARKER & SON,
Fenstanton, HUNTS
Tel.: St. Ives 3322/3/4

LANCASHIRE and ISLE OF MAN
H. WOODWARD & SON, LTD.,
Altcar Works, FORMBY, Lancs.
Tel.: Formby 630

**LEICESTERSHIRE,
NORTHAMPTONSHIRE, OXFORDSHIRE**
PRICE'S (EARL SHILTON) LTD.,
New Street, EARL SHILTON, Leicester
Tel.: Earl Shilton 3321/2/3
Grams: "Lorries," Earl Shilton

**LONDON, ESSEX, HERTFORDSHIRE,
MIDDLESEX, BEDFORDSHIRE,
BUCKINGHAMSHIRE, KENT, SURREY,
SUSSEX**
NIGHTINGALE ENGINEERING CO., LTD.,
Western Lane, Nightingale Lane,
LONDON, S.W.12
Tel.: BATtersea 2193/4/5/6

MIDLANDS :

**WORCESTERSHIRE, WARWICKSHIRE,
SALOP, STAFFORDSHIRE**
RYLAND GARAGE, LTD.,
Ryland Street, BIRMINGHAM
Tel.: Edgbaston 4501-5
Grams: "Diesel," Birmingham

NORTHUMBERLAND and DURHAM

THEATRE GARAGE,
Low Road, SUNDERLAND
Tel.: Sunderland 58282/3
Grams: "Reliance," Sunderland

NOTTINGHAMSHIRE, LINCOLNSHIRE
SCOTTS OF NOTTINGHAM LTD.,
Wollaton Works, Lamourne Drive,
NOTTINGHAM
Tel.: Nottingham Deer Park 221/2
Grams: "Thoscott," Nottingham

SOUTH-WEST ENGLAND :

**DEVON, CORNWALL, GLOUCESTERSHIRE,
SOMERSETSHIRE, WILTSHIRE**
MESSRS. COVENTRY & JEFFS, LTD.,
Stafford Street, Bedminster, BRISTOL, 3
Tel.: Bristol 6-4661 (4 lines)

YORKSHIRE (CENTRAL and NORTH)
COMBERHILL WAKEFIELD GARAGES LTD.,
Olympia Garage, Ings Road, WAKEFIELD
Tel.: Wakefield 6051

YORKSHIRE (SOUTH)

FREEMAN OAKES & CO., LTD.,
16/20 Fitzwilliam Street, SHEFFIELD
Tel.: Sheffield 24241/2/3
Grams: "Motorists," Sheffield

SCOTLAND

JOHN MITCHELL OF GREENOCK, LTD.,
76 James Street, Bridgeton, GLASGOW
Tel.: Bridgeton 2574/5/6

JOHN MITCHELL OF GREENOCK, LTD.,
Grey Place, GREENOCK, Scotland
Tel.: Greenock 21313/4/5
Grams: "Waylay," Greenock

SOUTH WALES :

**CARDIGANSHIRE, CARMARTHENSHIRE,
PEMBROKE and WEST GLAMORGAN**
J. & P. BEVAN, LTD.,
Clarence Terrace, SWANSEA
Tel.: Swansea 52142
Grams: Bevan 52142 Swansea

SOUTH WALES :

**EAST GLAMORGAN and
MONMOUTHSHIRE**
ROSS GARAGES (SALES) LTD.,
Penarth Road, CARDIFF
Tel.: Cardiff 24671 (5 lines)

HEREFORDSHIRE :
BRECKNOCK and RADNOR
PRAILLS (HEREFORD) LTD.,
Holme Road, HEREFORD
Tel.: Hereford 4221/2/3
Grams: "Praills," Hereford

NORTHERN IRELAND
G. G. J. WALSH,
1-5 Dayton Street, BELFAST
Tel.: Belfast 23531 & 29551

NOTE: ALL AGENTS CAN SUPPLY FACTORY RECONDITIONED UNITS, SPARES AND ACCESSORIES

ATKINSON
VEHICLES LIMITED



WINERY LANE • WALTON-LE-DALE • NR. PRESTON • LANCASHIRE

PHONE: PRESTON 84284-5-6-7

NIGHT SERVICE: 84284

CLASSIFIED

THE COMMERCIAL MOTOR

ADVERTISEMENTS

PRESS DAY. Classified advertisements must normally be received at Head Office by FIRST POST TUESDAY. Last minute additions and deletions are accepted by telephone from trade advertisers up to noon. Advertisements received too late for a particular issue are automatically inserted in the succeeding one unless instructions to the contrary are received.

RATES: 8d. per word (Minimum 12 words 8/-). Each paragraph charged separately and name and address must be paid for. Semi-displayed setting 67/6 per single column inch. Centred lines 20/- Series discounts of 5% for 13, 10% for 26 and 15% for 52 consecutive insertions allowed to trade advertisers.

TERMS: Strictly net and prepayable. Monthly accounts for settlement by the end of the month following insertion are allowed to trade advertisers if satisfactory references are provided.

REMITTANCES: Cheques and postal orders should be crossed and made payable to TEMPLE PRESS LIMITED and instructions sent addressed to the Manager, "The Commercial Motor," Bowring Green Lane, London, E.C.1.

THE PROPRIETORS retain the right to refuse or withdraw advertisements at their discretion and are not responsible for clerical or printers' errors, although every care is taken to avoid mistakes.

BOX NUMBERS. Private advertisers desiring to have replies sent care of "The Commercial Motor" may do so on payment of 1/- to cover booking and postage, plus cost of four extra words. Box numbers must not be used for the purpose of circularizing and the proprietors do not undertake the distribution of such matter received. To avoid mistakes in forwarding, Box Numbers should be carefully and legibly copied and replied to Box CH1000 c/o "The Commercial Motor," Bowring Green Lane, London, E.C.1.

HEAD OFFICES: Bowring Green Lane, London, E.C.1, England. Telephone: Terminus 3636. Telegrams: "Pressimus, London Telex." Telex: 23839.

BRANCH OFFICES:

Bayline House, Hurst St., Birmingham, 5. Telephone: Midland 6616. 50, Hertford St., Coventry. Telephone: Coventry 62464. 1, Brazennose St., Manchester. Telephone: Deansgate 6114-8. 12, Renfield St., Glasgow. Telephone: Glasgow Central 1413.

GOODS VEHICLES FOR SALE AND WANTED

USED GOODS VEHICLES

A.E.C.

6X6 Unregistered ex-W.D. Diesel/petrol chassis and cab, also 2,500-gal. refuellers, c/w winches if required. Genuine delivery mileage only. M.O.S. rebuilds. Cundey and Stewart, Ltd., Alfreton, Derbyshire. Phone: 222-644. Leabrooks 477.

1952 A.E.C. 6-wheeler, 24-ft. platform body, 9.6 engine, air brake, clean and in excellent order, am. trial. E. C. 175.

1948 A.E.C. 8-wheeler, 9.6 engine, 24-ft. platform body, in excellent running order. £750. Terms and exchanges.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. R. Phone, Stevenage 175. 773-255.

Two 1948 A.E.C. Monarch 4-wheelers, 7.7 engines, 20-ft. platform body, 9.00 by 20 tyres, good condition. Kerby Motors, New Southend Arterial Rd., Hornchurch, Hornchurch 776.

1949 A.E.C. Monarch, in good order, £350.

1942 A.E.C. 8-wheeler, single drive, 7.7, £300. 9 Newthorpe Common, Eastwood, Notts. Phone: Langley Mill 2623.

6X6 X 6 ex-Ministry cab and chassis, 400 miles, never 6 worked, new tyres throughout. £650. 24 Third Ave. Rive, Oxford. Phone: Cumnor 359. 773-153.

A.E.C. Matador, Diesel 7.7 and petrol engines. Matador, Cross Hall Works, Chorley Lane, Phone, Chorley 3504. 773-193.

1948 A.E.C. Mammoth 8-wheeler, double drive, 9.6 chassis and cab, one owner and only used under C licence, in perfect condition.

K NIGHTS BROS. Fenstanton, Huntingdon. St. Ives K (Hunts) 3325. 773-6544.

ALBION

6X6 Unregistered ex-W.D. low-mileage M.O.S. rebuilds. c/w winches. Cundey and Stewart, Ltd., Alfreton, Derbyshire. Phone: 222-645. Leabrooks 477.

1950 ALBION flat, petrol, runner, £40 o.n.o. Phone: evenings after 4 p.m. Can 9091. 773-3.

ALBION TX 1948 Diesel 8-tonner, power tipper, new A engine, fitted 1950. Wall's Filling Station, Elmsfield, near Sheffield. Phone: 3667. 773-153.

RECONDITONED 1949 ALBION 8-wheel tipper, short-wheelbase, double-drive axles, air brakes, bonnet box, for sale—would take smaller tipper, 4- or 6-wheeler, part-exchange. Whitwell, 49 Shipton St., York. Phone: 55913. 773-8429.

1951 ALBION Chieftain flat, excellent condition. Special A East Midlands, £1,650. Box 7519. 773-8436. care of "The Commercial Motor."

ATKINSON

THE NIGHTINGALE ENG. CO. LTD. ATKINSON VEHICLES, LONDON SALES AND SERVICE STATION.

FAVOURABLE DELIVERIES

ALL MODELS.

PART-EXCHANGES AND H.P. ARRANGED.

NEW AND USED 8-WHEELERS ALWAYS IN STOCK.

THE NIGHTINGALE ENG. CO. LTD. BALHAM, S.W.12. BAT 2193 (five lines). 772-628.

1946 ATKINSON 6-wheeler flat, 22 ft., 40 by 8 tyres, excellent condition, recently new cab and body. Davies Haulage, Ludlow. Phone 178. 774-209.

Used Goods Vehicles (contd.)

PRICE'S (EARL SHILTON), LTD.

THE MAIN ATKINSON DISTRIBUTORS.

CALL new machines fast deliveries. A small selection of high-class used vehicles. Terms and part-exchanges, 4LW, 4LW, SLW and GLW Gardner engines in stock.

PRICE'S (EARL SHILTON), LTD.

"THE ATKINSON PEOPLE."

NEW STREET,
EARL SHILTON,
NEAR LEICESTER.
Phone 3321-2-3. 222-840

COMBERHILL GARAGES, LTD.

DISTRIBUTORS ATKINSON VEHICLES.

COMPLETE STANDARD RANGE NOW AVAILABLE FOR DELIVERY WITHIN 3-4 WEEKS OF ORDER.

PLEASE FORWARD INQUIRIES.

BODYWORK CONSTRUCTED TO REQUIREMENTS.

PART-EXCHANGE TRANSACTIONS UNDERTAKEN.

INGS ROAD, WAKEFIELD.

PHONE, WAKEFIELD 2241.
(Five lines.) 222-851

SCOTTS OF NOTTINGHAM, LTD.

LAMBOURNE DRIVE, NOTTINGHAM.

Phone, Deer Park 221-2.

ATKINSON MAIN DISTRIBUTORS.

FAVOURABLE DELIVERY OF ALL MODELS,
6-17 TONS.

SALES, SERVICE, SPARES. 773-84

1948 ATKINSON 6-wheeler, 22-ft. body, double-drive, 5-speed, 4LW engine, 5-speed gearbox.

1946 ATKINSON 4-wheeler, 4LW engine, 5-speed box, in good running order, £300. Terms and exchanges.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. R. Phone, Stevenage 175. 773-256.

CLASSIFIED ADVERTISEMENTS

INDEX TO HEADINGS

USED GOODS VEHICLES FOR SALE	Page 53
NEW GOODS VEHICLES FOR SALE	65
USED PASSENGER VEHICLES FOR SALE	
SALE AND WANTED	67
NEW PASSENGER VEHICLES FOR SALE	67
MISCELLANEOUS VEHICLES FOR SALE	70
AND WANTED	71
SPARE PARTS AND SUPPLIES	72
MISCELLANEOUS ADVERTISEMENTS	78

Used Goods Vehicles (contd.)

ATKINSON 8-wheel tipper, October, 1955, with SAT

B. and E. gear and 21-ft. panelled body, D20 Michelin tyres, all brakes, and 11.3 A.E.C. engine, repainted to choice, three months' written guarantee. £1,650 (available 14 days).

COVENTRY AND JEFFS, LTD. Stafford St., Bedminster, Bristol, 3. Phone 64661. 773-391

AUSTIN

MARSTON MOTOR CO. LTD.

SEVEN SISTERS ROAD,

TOTTENHAM, N.15.

PHONE, STAMFORD HILL 8000.

SERVICE AND SPARES.

SPECIALISTS IN ALL TYPES OF BODYWORK.

222-699

TWO very low-mileage AUSTIN 6 by 4 chassis and cabs, unregistered, excellent condition, new batteries, £20 each. L. W. Vans, Ltd., Ampthill, Bedford. Ampthill 822-869

4X2, 4 x 4, 6 x 4, unregistered, ex-W.D. trucks. Cundey and Stewart, Ltd., Alfreton, Derbyshire. Phone: Leabrooks 477.

THE CAR MART, LTD.

SIX MONTHS' GUARANTEE.

1955 AUSTIN 11-ton Diesel truck, £445.

1956 AUSTIN A40 van, choice of several from £335.

1957 AUSTIN 152 Omniwan, £475.

1958 AUSTIN A40 van, reconditioned engine, £395.

1954 AUSTIN A40 pick-up truck, £325.

1955 AUSTIN A40 van, £325.

1955 AUSTIN 4 x 4 Gipsy (petrol), 2,000 miles, £595.

1955 AUSTIN 11-ton van, 15,000 miles, £545.

THE CAR MART, LTD.

WELSH HARPS.

EDGWARE ROAD, N.W.9.

Hendon 6500.

773-19

1957 AUSTIN Omniwan, very good condition, one C-licence owner, 20,000 miles, guaranteed, £445. Private owner, but part-exchange with 1956, 1957, 1958 Ford 1-cwt. or 7-cwt. considered. Horns Batteries, 109 Gil, Ascoot St., Manchester, 4. Cee 1690. 773-5

TWO AUSTINS, 6 by 4, 1951 registered, good all-round condition with large dropside bodies, £45 and £50. **MADDWY COMMERCIALS**, Wednesbury Green Rd., Birmingham, 9. Victoria 4933.

1953 AUSTIN Diesel 3-ton long-wheelbase tipper, 4-cwt. chassis, 20 tyres, excellent condition, £375. **COX'S MOTORS (HILL TOP), LTD.**, 127 Hill Top, West Bromwich. Phone, Wednesbury 0470, 1047. 773-133

1955 7-ton platform, Diesel engine, low mileage. Offers, Box CM7023, care of "The Commercial Motor." 773-227 A35

Used Goods Vehicles (contd.)

ARLINGTON MOTOR CO., LTD.

OUR REPUTATION IS YOUR GUARANTEE.
1954 AUSTIN Diesel 5-ton truck.

HIGH ROAD.

FONDERS END, ENFIELD, MIDDLESEX.
Phone, Howard 1266.

SALES DEPARTMENT OPEN UNTIL 5 P.M.
SATURDAY. 773-335

G.T.C. (COMMERCIALS), LTD.

1954 AUSTIN 2-3-ton box van, exceptionally clean, one owner, choice of two, £325.
1954 AUSTIN 2-ton long-wheelbase chassis and cab, £185.
1950 AUSTIN 2-1-ton 700-cu.-ft. Luton van, separate cab, ex-C licence user, £100.
1950 £75. 25-cwt. drop-side truck, one owner.
G.T.C. (COMMERCIALS), LTD., 2 Addington Rd., Bow Rd., E.3. (Opposite Bow Rd. Underground Station.) Advance 5242-3. 773-451

1955 AUSTIN A40 van, very good condition, £325.

1951 AUSTIN A70 pick-up, fawn, £200.

COOMBS COMMERCIAL (GUILDFORD), LTD., Portsmouth Rd., Guildford, Surrey. Phone, Guildford 62907.

1953 AUSTIN A40 vans, 10-cwt., one owner, from £245.
H. SPRING, 108 Alexandra Park Rd., N.10. Enter-
L. price 7667.

AUSTIN 25-cwt. very good condition throughout, £135.
Cavendish Motors, Cavendish Rd., N.W.6. Willesden 0846-8.

1946 AUSTIN K4 Luton van, Brew Bros., Ltd., 133 Old Brompton Rd., S.W.7. Tel 333-773-330

1956 AUSTIN Diesel 1-ton van, one owner, excellent condition, £400. Aerodrome Autos, Aerodrome Rd., Hendon, N.W.3. Sun 6071.

1956 10-cwt. AUSTIN A40 vans, unwritten, choice £335.
OAKTHORPE MOTOR CO., North Circular Rd., Palmers Green, N.13. Palmers Green 0446 and 1023. 773-342

Austin Wanted

ANY AUSTIN available? Please phone or write
A.G.T.C. (Commercial), Ltd., 2 Addington Rd., Bow Rd., E.3. Advance 5242-3. 773-447

BEDFORD

S. HUKER'S OF SHEFFIELD, LTD.

OFFICIAL BEDFORD dealers since 1932. Recommended for new or good used Bedfords, all models; sent anywhere in Britain.

TIPPERS a specialty, petrol or Diesel. Why not send inquiries? A straight deal and real value guaranteed.

56-60 BROAD ST., Sheffield, 2. Phone 20311 (four lines), or Rotherham 5411 after 6 p.m. and week-
ends.

CAPITAL MOTOR CO., LTD.

BEDFORD MAIN DEALERS.

SCAMMELL DISTRIBUTORS.

NEW BEDFORD vans and conversions, early delivery. NEW BEDFORD 25-cwt. van, petrol, 3-way loading.

NEW BEDFORD 10-ton tractor unit, 300 Diesel and 2-speed axle.

1951 BEDFORD 10-cwt. van, £150.

1950 (Registered) BEDFORD tractor unit, Diesel, £100.

1952 BEDFORD 4-ton truck, with helper springs, £150.

R. EMINGTON ST., City Rd., N.1. (Near Angel.) Clerkenwell 7456. 773-265

WELCH'S GARAGE (STAPLEFORD), LTD.,
BEDFORD-LAND ROVER DEALERS.

OFFER

FOR IMMEDIATE DELIVERY:-

NEW BEDFORD 7-ton chassis-cab with 300 Diesel, 2-speed axle and 9.00 tyre equipment.

NEW BEDFORD-SCAMMELL 8- and 10-ton tractors with 300 Diesel engines with or without new 25-ft. Scammell trailers.

USED.

1955 BEDFORD A-type long-wheelbase truck in excellent condition, £525.

1953 BEDFORD 5-ton long-wheelbase truck, £445.

1952 BEDFORD 5-ton long-wheelbase truck, £445.

1951 BEDFORD 5-ton long-wheelbase truck, £445.

1950 BEDFORD 5-ton long-wheelbase truck, £445.

1951 BEDFORD 5-ton long-wheelbase truck, £445.

1950 BEDFORD 5-ton long-wheelbase truck, £445.

1951 BEDFORD 5-ton long-wheelbase truck, £445.

1950 BEDFORD 5-ton long-wheelbase truck, £445.

1951 BEDFORD 5-ton long-wheelbase truck, £445.

1950 BEDFORD 5-ton long-wheelbase truck, £445.

1951 BEDFORD 5-ton long-wheelbase truck, £445.

1950 BEDFORD 5-ton long-wheelbase truck, £445.

1951 BEDFORD 5-ton long-wheelbase truck, £445.

1950 BEDFORD 5-ton long-wheelbase truck, £445.

1951 BEDFORD 5-ton long-wheelbase truck, £445.

1950 BEDFORD 5-ton long-wheelbase truck, £445.

1951 BEDFORD 5-ton long-wheelbase truck, £445.

1950 BEDFORD 5-ton long-wheelbase truck, £445.

1951 BEDFORD 5-ton long-wheelbase truck, £445.

1950 BEDFORD 5-ton long-wheelbase truck, £445.

1951 BEDFORD 5-ton long-wheelbase truck, £445.

1950 BEDFORD 5-ton long-wheelbase truck, £445.

1951 BEDFORD 5-ton long-wheelbase truck, £445.

1950 BEDFORD 5-ton long-wheelbase truck, £445.

1951 BEDFORD 5-ton long-wheelbase truck, £445.

1950 BEDFORD 5-ton long-wheelbase truck, £445.

1951 BEDFORD 5-ton long-wheelbase truck, £445.

1950 BEDFORD 5-ton long-wheelbase truck, £445.

1951 BEDFORD 5-ton long-wheelbase truck, £445.

1950 BEDFORD 5-ton long-wheelbase truck, £445.

1951 BEDFORD 5-ton long-wheelbase truck, £445.

1950 BEDFORD 5-ton long-wheelbase truck, £445.

1951 BEDFORD 5-ton long-wheelbase truck, £445.

1950 BEDFORD 5-ton long-wheelbase truck, £445.

1951 BEDFORD 5-ton long-wheelbase truck, £445.

1950 BEDFORD 5-ton long-wheelbase truck, £445.

1951 BEDFORD 5-ton long-wheelbase truck, £445.

1950 BEDFORD 5-ton long-wheelbase truck, £445.

1951 BEDFORD 5-ton long-wheelbase truck, £445.

1950 BEDFORD 5-ton long-wheelbase truck, £445.

1951 BEDFORD 5-ton long-wheelbase truck, £445.

1950 BEDFORD 5-ton long-wheelbase truck, £445.

1951 BEDFORD 5-ton long-wheelbase truck, £445.

1950 BEDFORD 5-ton long-wheelbase truck, £445.

1951 BEDFORD 5-ton long-wheelbase truck, £445.

1950 BEDFORD 5-ton long-wheelbase truck, £445.

1951 BEDFORD 5-ton long-wheelbase truck, £445.

1950 BEDFORD 5-ton long-wheelbase truck, £445.

1951 BEDFORD 5-ton long-wheelbase truck, £445.

1950 BEDFORD 5-ton long-wheelbase truck, £445.

1951 BEDFORD 5-ton long-wheelbase truck, £445.

1950 BEDFORD 5-ton long-wheelbase truck, £445.

1951 BEDFORD 5-ton long-wheelbase truck, £445.

1950 BEDFORD 5-ton long-wheelbase truck, £445.

1951 BEDFORD 5-ton long-wheelbase truck, £445.

1950 BEDFORD 5-ton long-wheelbase truck, £445.

1951 BEDFORD 5-ton long-wheelbase truck, £445.

1950 BEDFORD 5-ton long-wheelbase truck, £445.

1951 BEDFORD 5-ton long-wheelbase truck, £445.

1950 BEDFORD 5-ton long-wheelbase truck, £445.

1951 BEDFORD 5-ton long-wheelbase truck, £445.

1950 BEDFORD 5-ton long-wheelbase truck, £445.

1951 BEDFORD 5-ton long-wheelbase truck, £445.

1950 BEDFORD 5-ton long-wheelbase truck, £445.

1951 BEDFORD 5-ton long-wheelbase truck, £445.

1950 BEDFORD 5-ton long-wheelbase truck, £445.

1951 BEDFORD 5-ton long-wheelbase truck, £445.

1950 BEDFORD 5-ton long-wheelbase truck, £445.

1951 BEDFORD 5-ton long-wheelbase truck, £445.

1950 BEDFORD 5-ton long-wheelbase truck, £445.

1951 BEDFORD 5-ton long-wheelbase truck, £445.

1950 BEDFORD 5-ton long-wheelbase truck, £445.

1951 BEDFORD 5-ton long-wheelbase truck, £445.

1950 BEDFORD 5-ton long-wheelbase truck, £445.

1951 BEDFORD 5-ton long-wheelbase truck, £445.

1950 BEDFORD 5-ton long-wheelbase truck, £445.

1951 BEDFORD 5-ton long-wheelbase truck, £445.

1950 BEDFORD 5-ton long-wheelbase truck, £445.

1951 BEDFORD 5-ton long-wheelbase truck, £445.

1950 BEDFORD 5-ton long-wheelbase truck, £445.

1951 BEDFORD 5-ton long-wheelbase truck, £445.

1950 BEDFORD 5-ton long-wheelbase truck, £445.

1951 BEDFORD 5-ton long-wheelbase truck, £445.

1950 BEDFORD 5-ton long-wheelbase truck, £445.

1951 BEDFORD 5-ton long-wheelbase truck, £445.

1950 BEDFORD 5-ton long-wheelbase truck, £445.

1951 BEDFORD 5-ton long-wheelbase truck, £445.

1950 BEDFORD 5-ton long-wheelbase truck, £445.

1951 BEDFORD 5-ton long-wheelbase truck, £445.

1950 BEDFORD 5-ton long-wheelbase truck, £445.

1951 BEDFORD 5-ton long-wheelbase truck, £445.

1950 BEDFORD 5-ton long-wheelbase truck, £445.

1951 BEDFORD 5-ton long-wheelbase truck, £445.

1950 BEDFORD 5-ton long-wheelbase truck, £445.

1951 BEDFORD 5-ton long-wheelbase truck, £445.

1950 BEDFORD 5-ton long-wheelbase truck, £445.

1951 BEDFORD 5-ton long-wheelbase truck, £445.

1950 BEDFORD 5-ton long-wheelbase truck, £445.

1951 BEDFORD 5-ton long-wheelbase truck, £445.

1950 BEDFORD 5-ton long-wheelbase truck, £445.

1951 BEDFORD 5-ton long-wheelbase truck, £445.

1950 BEDFORD 5-ton long-wheelbase truck, £445.

1951 BEDFORD 5-ton long-wheelbase truck, £445.

1950 BEDFORD 5-ton long-wheelbase truck, £445.

1951 BEDFORD 5-ton long-wheelbase truck, £445.

1950 BEDFORD 5-ton long-wheelbase truck, £445.

1951 BEDFORD 5-ton long-wheelbase truck, £445.

1950 BEDFORD 5-ton long-wheelbase truck, £445.

1951 BEDFORD 5-ton long-wheelbase truck, £445.

1950 BEDFORD 5-ton long-wheelbase truck, £445.

1951 BEDFORD 5-ton long-wheelbase truck, £445.

1950 BEDFORD 5-ton long-wheelbase truck, £445.

1951 BEDFORD 5-ton long-wheelbase truck, £445.

1950 BEDFORD 5-ton long-wheelbase truck, £445.

1951 BEDFORD 5-ton long-wheelbase truck, £445.

1950 BEDFORD 5-ton long-wheelbase truck, £445.

1951 BEDFORD 5-ton long-wheelbase truck, £445.

1950 BEDFORD 5-ton long-wheelbase truck, £445.

1951 BEDFORD 5-ton long-wheelbase truck, £445.

1950 BEDFORD 5-ton long-wheelbase truck, £445.

1951 BEDFORD 5-ton long-wheelbase truck, £445.

1950 BEDFORD 5-ton long-wheelbase truck, £445.

1951 BEDFORD 5-ton long-wheelbase truck, £445.

1950 BEDFORD 5-ton long-wheelbase truck, £445.

1951 BEDFORD 5-ton long-wheelbase truck, £445.

1950 BEDFORD 5-ton long-wheelbase truck, £445.

1951 BEDFORD 5-ton long-wheelbase truck, £445.

1950 BEDFORD 5-ton long-wheelbase truck, £445.

1951 BEDFORD 5-ton long-wheelbase truck, £445.

1950 BEDFORD 5-ton long-wheelbase truck, £445.

1951 BEDFORD 5-ton long-wheelbase truck, £445.

1950 BEDFORD 5-ton long-wheelbase truck, £445.

1951 BEDFORD 5-ton long-wheelbase truck, £445.

1950 BEDFORD 5-ton long-wheelbase truck, £445.

1951 BEDFORD 5-ton long-wheelbase truck, £445.

1950 BEDFORD 5-ton long-wheelbase truck, £445.

1951 BEDFORD 5-ton long-wheelbase truck, £445.

1950 BEDFORD 5-ton long-wheelbase truck, £445.

1951 BEDFORD 5-ton long-wheelbase truck, £445.

1950 BEDFORD 5-ton long-wheelbase truck, £445.

1951 BEDFORD 5-ton long-wheelbase truck, £445.

1950 BEDFORD 5-ton long-wheelbase truck, £445.

1951 BEDFORD 5-ton long-wheelbase truck, £445.

1950 BEDFORD 5-ton long-wheelbase truck, £445.

1951 BEDFORD 5-ton long-wheelbase truck, £445.

1950 BEDFORD 5-ton long-wheelbase truck, £445.

1951 BEDFORD 5-ton long-wheelbase truck, £445.

1950 BEDFORD 5-ton long-wheelbase truck, £445.

1951 BEDFORD 5-ton long-wheelbase truck, £445.

1950 BEDFORD 5-ton long-wheelbase truck, £445.

1951 BEDFORD 5-ton long-wheelbase truck, £445.

1950 BEDFORD 5-ton long-wheelbase truck, £445.

1951 BEDFORD 5-ton long-wheelbase truck, £445.

1950 BEDFORD 5-ton long-wheelbase truck, £445.

1951 BEDFORD 5-ton long-wheelbase truck, £445.

1950 BEDFORD 5-ton long-wheelbase truck, £445.

1951 BEDFORD 5-ton long-wheelbase truck, £445.

1950 BEDFORD 5-ton long-wheelbase truck, £445.

1951 BEDFORD 5-ton long-wheelbase truck, £445.

1950 BEDFORD 5-ton long-wheelbase truck, £445.

1951 BEDFORD 5-ton long-wheelbase truck, £445.

1950 BEDFORD 5-ton long-wheelbase truck, £445.

1951 BEDFORD 5-ton long-wheelbase truck, £445.

1950 BEDFORD 5-ton long-wheelbase truck, £445.

1951 BEDFORD 5-ton long-wheelbase truck, £445.

1950 BEDFORD 5-ton long-wheelbase truck, £445.

1951 BEDFORD 5-ton long-wheelbase truck, £445.

1950 BEDFORD 5-ton long-wheelbase truck, £445.

Used Goods Vehicles (contd.)

SPURLING MOTOR BODIES, LTD.
"THE NAME BEHIND THE SALE."
FOR "QUALITY TESTED SECURITY."

BEDFORD 30-cwt. van, coachbuilt body, in exceptional condition.
BEDFORD 7-ton heavy-duty short-wheelbase tipper, Comet engine.
BEDFORD 30-cwt. van, all-metal body.
1955 BEDFORD 5-ton long-wheelbase truck.
1956 BEDFORD 8-ton Diesel tractor with 20-ft. trailer.
1957 BEDFORD 10-12-cwt. vans, choice of several.
1951 BEDFORD 5-ton boxvan.
1954 BEDFORD 7-ton long-wheelbase platform, Diesel.
1949 BEDFORD 2-ton boxvan.
1946 BEDFORD 2-3-ton truck, R.C. engine, new body.

OTHER makes and types available.
PART-EXCHANGES, hire-purchase.

USED-VEHICLE INQUIRIES TO

303 THE BROADWAY,
CRICKLEWOOD, N.W.2.
Gis 2737 and 6687-8-9.

Other branches: The Hyde, N.W.9; High Rd., Wembley; High Rd., Chiswick; Watford; Rushton St., N.I.; Vito Motors, W.10; and Colchester. 773-319

E. J. BAKER AND CO. (DORKING), LTD.
BEDFORD
MAIN DEALERS.

WELCOME inquiries for early delivery all types of new **BEDFORD** commercial vehicles, articulated vehicles and Utilities. **NEW BEDFORD CA** vans, available early delivery.

1953 BEDFORD 5-ton alloy van body, entire vehicle in excellent condition.

1950 BEDFORD 30-cwt. 3-way van, in magnificent condition.

CHOICE of several second-hand **BEDFORD** utilities.

SCAMMELL trailers several. Inquiries welcomed.

SEE also articulated vehicles and trailers.

HIRE-PURCHASE, part-exchanges welcomed. Early delivery all types new **BEDFORDS.**

273 LONDON ROAD,

STAINES.

Staines 4211 (five lines).

1952 BEDFORD 5-ton short-wheelbase tipper, 5-cu.-yd. steel body, excellent order, good tyres throughout. £225.

BEDFORD-SCAMMELL articulated unit, very good condition, good tyres. £175.

1948 BEDFORD 30-cwt. truck, very good condition throughout. £185.

1947 BEDFORD 5-cu.-yd. tipper, wooden body, in good condition, forward control, Neville cab. £150.

1946 BEDFORD-SCAMMELL articulated unit, with 15-ft. straight-frame platform trailer, excellent tyres, good condition. £125.

WE welcome inquiries for early delivery all types of new **BEDFORD** commercial vehicles, articulated vehicles and Utilities.

55-61 LONDON STREET,

CHERTSEY.

Chertsey 2391.

773-382

1956 BEDFORD articulator, new Perkins Diesel, new 23-ft. 10-ton trailer, cost new £680, nearest offer, £1,000. Pearl St. Garage, Sheffield 29139, 37529. 773-163

BEDFORD short-wheelbase tipper, petrol, fair condition, £100 o.n.o. Norman Reeves (Motors), Ltd., High St., Uxbridge. Phone: Uxbridge 3444-7-8-9.

BEDFORD 5 tons ex-Ministry, reconditioned. £150. Much Wenlock 546. Shrop. 773-62

1956 BEDFORD 5-ton long-wheelbase Diesel drop-side truck, excellent condition throughout, £675. Cox's Motors (Hill Top), Ltd., 127 Hill Top, West Bromwich. Phone: 0470, 1047. 773-132

BEDFORD S-type Scammell tractor unit, sound chassis, ideal to rebuild. £125. Langley Mill 3182. 773-126

BEDFORDS 5 tons ex-Ministry, reconditioned. £150. B. good condition, from £90. 24 Third Ave., Birt. Oxford. Phone: Cowmorn 358-9. 773-204

1947 2-ton **BEDFORD** Luton van, approximately 100,000 cu. ft. £100. 773-343

OAKTHORPE MOTOR CO., North Circular Rd., Palmer's Green, N.13. Palmer's Green 0446 and 1023. 773-343

1955 BEDFORD Dormobile, in very good condition throughout, choice of two from £399. Cavendish Motors, Cavendish Rd., N.W.6. Willesden 0046-8.

LOW-MILEAGE BEDFORD OL, unregistered, in good condition, £125 each. Mains Motors, Ltd., Woodside, Ewelme, Oxon. Phone: Ewelme 62. 773-344

OVER HALL GARAGES, LTD.

October, **BEDFORD CA** van, heavy-duty 1956, 7-ton, excellent order, one owner.

1952 **BEDFORD** long-wheelbase truck, fixed-side and tilt.

OVER HALL GARAGES, LTD.

STAINES ROAD, BEDFORD, MIDDX.

Ashford 5748. 773-433

Used Goods Vehicles (contd.)

15 **BEDFORD** long-wheelbase platform lorries, petrol, part of fleet at C-licence operator, including 2-3-ton, 5-ton and 7-ton vehicles, first registered 1946 to 1954.

HILLS GARAGES (MANCHESTER), LTD.

80-90 PORT STREET,
MANCHESTER, 1.
Central 4311 (10 lines). 773-401

1954 (Late) 3-ton drop-side truck, low mileage, well shod, one owner only, clean. £425.

BEDFORD 30-cwt. drop-side truck, clean, nice order. £165. Park Garage, 37 Uriel St., S.E.3. Rodney 4187. 773-466

1947 **BEDFORD** articulator, 22-ft. Tasker trailer, good condition.

T. N. A. LTD., 2a Poole Park, London, Phone: Archway 4582. 773-466

1951 3-ton **BEDFORD** synchromesh gearbox, hydrol and good tyres, very clean. £150. 11 Prescott Place, Clapham, S.W.4. Macaulay 2261. 773-439

1952 S-type **BEDFORD** articulator and Scammell fitting trailer, ready for work, trailer and prime mover together, £375. Hayes (Middlesex) Trading, Ltd., Charlville Lane, Hayes. Phone: Hayes 4460. 773-356

K.J. MOTORS, LTD.

BEDFORD OFFICIAL MAIN DEALERS.

BEDFORD 1947 8-ton Scammell unit, petrol, excellent tyres. £145. 773-357

WIDMORE RD., Bromley, Kent. Ravensbourne 3456. 773-375

LUTON vans, 2-3-ton, January, 1953, one owner. £325. **SMITH AND BLACKWELL, LTD.**, 325 Essex Rd., Islington, N.1. Canonbury 6451. 773-350

Bedford Wanted

A **BEDFORD** for sale? Phone Hamilton Motors, 466-490 Edware Rd., London, W.2. Phone: Paddington 0322 (12 lines). Immediate settlement and best prices. 222-506

BEDFORDS wanted! Bedfords wanted!

BEDFORDS wanted! Bedfords wanted!!

G.T.C. (COMMERCIALS), LTD., 2 Addington Rd., Bow Rd., E.3.

ADVANCE 5242.

773-448

BEDFORD. All types wanted.

BEDFORD. All types wanted.

PHONE or write.

CHANDLERS MOTORS, LTD., 71 Greenwich South St., London, S.E.10.

G.R.E. 2033-4.

773-364

WANTED, 7-ton **BEDFORD** long-wheelbase, R6 Diesel tipper, modified engine, good condition essential. O. T. Jackson Motors, Ltd., 855 New Wolverhampton Rd., Langley, near Birmingham. Phone: Broadwell 2871. 773-144

BRISTOL

GARDNER-BRISTOL.

BRISTOL L-type chassis, 17-ft. 6-in. wheelbase, complete equipment, fitted SLW Gardner engines and 5-speed gearboxes in excellent condition throughout, can be road tested, £150 each.

FRANK COWLEY,

3 BLACKFRIARS ROAD,

SALFORD, 3.

Phone: Blackfriars 7577 and Blackfriars 1048. 773-422

COMMER

COMMER Q4 Phase I tractor unit with J-type coupling and Hanks 20-ft. drop-side trailer, complete unit rebuilt throughout and fitted with Perkins PO factory rebuilt engine. £695.

PARKER AND CO. (SCUNTHORPE), LTD., Roots Group Main Dealers, Doncaster Rd., Scunthorpe, Phone: 3244-5.

TWO 1958 **COMMER** 12-ton PS3 tractors with 5th wheel coupling, Eaton 2-speed, hydrol, dual axles and Michelin 20-tyre equipment, air-hydraulic brakes, cab heaters, front towing loops, trailer hand control, stabilizers, one steering column, genuine 12,000 miles only; offered at £1,795 each due to loss of special contract.

FULL particulars from F. N. Morgan and Co., Ltd., 57 Chepstow Rd., Newport, Mon. Phone: 58411. 773-6518

1955 **COMMER** 7-ton short-wheelbase tipper, £550. Hamblins Garage, Rectory Rd., Rushden. 773-70

DISMANTLING QX with late-type cab. Langley Mill 3182. 773-127

1957 **COMMER** Cob, 15,000 miles, £400.

COOMBS COMMERCIAL (GUILDFORD), LTD., Portsmouth Rd., Guildford, Surrey. Phone: Guildford 62907. 773-173

1956 16-ft. platform body in excellent running order, choice of two, £650 each. Terms and exchanges.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. Phone: Stevenage 175. 773-240

1953 **COMMER** vans, plain, from £265.

L.H. SPRING, 108 Alexandra Park Rd., N.10. Enter-773-274

August 22, 1958—THE COMMERCIAL MOTOR 55

(Supplement)

Used Goods Vehicles (contd.)

BURGH HEATH SERVICE STATION.

BRIGHTON RD., Burgh Heath, Surrey. Phone: Burgh Heath 2059.

BURGH HEATH SERVICE STATION for good used commercial vehicles of over 12 5-12-cwt. vans. 773-233

1953 **COMMER** 5-ton truck, choice of two from £285, clean and sound body, tyres reasonable.

1957 **COMMER** Express delivery van, cream, first-class order, £365. Capital Motor, Ltd., Remington St., City Rd., N.I. (Near Angel.) Clerkenwell 7456. 773-287

1947 **BEDFORD** articulator, 22-ft. Tasker trailer, good condition.

T. N. A. LTD., 2a Poole Park, London, Phone: Archway 4582. 773-466

1951 **COMMER** 7-ton 1951 model, 18-ft. 6-in. drop-sided

spare, inspection Brighton 2200.

WOODLANDS MOTORS (THUNDERLEY), LTD., Manor Trading Estate, Thunderley, Essex. Phone: South Benfleet 2788. 773-191

1953 **COMMER** ED van, late 1954, good condition, very good runner, one owner, £295.

1955 **COMMER** ED van, 1953, very clean, good condition.

1947 **BEDFORD** articulator and Scammell fitting trailer, ready for work, trailer and prime mover together, £375. Hayes (Middlesex) Trading, Ltd., Charlville Lane, Hayes. Phone: Hayes 4460. 773-356

1952 **SMITH AND BLACKWELL, LTD.**, 325 Essex Rd., Islington, N.1. Canonbury 6451. 773-332

PETROL engines, back axles, **COMMER-SCAMMELL** tractors, coupling gear, trailers, units. Tilley, Ltd., Wolverton, Bucks. 775-8447

2-3-TON tipper, excellent condition, ex-L.E.D. 1949. 773-331

2 **BREW** Bros. Ltd., 133 Old Brompton Rd., S.W.7. Phone: 3333. 773-331

WE have a T33 long-wheelbase 18-ft. drop-side, 1956, weight 3 tons 7 cwt., in first-class condition.

NEWARK RD., Peterborough. Phone: 3558. 773-425

1954 **COMMER** 7-cwt. pick-up, in very good order.

E. J. BAKER AND CO. (DORKING), LTD., 273 E. London Rd., Staines. Phone 4211. 773-380

DENNIS

DENNIS Max 8-ton Diesel trucks, unregistered, ex-etc., £420 each.

L. W. VASS, LTD., Ampthill, Bedford. Ampthill 3235. 773-697

1947 **DENNIS** Pax lorry, normal control, petrol, 18-ft. wheelbase, 750 by 20 tyres.

A. PPLV Dennis Garage, Ltd., Sutton Rd., Waltham. 774-6528

JUBILANT 6-wheeler, double-drive, 6-cylinder, well tyred, 24-ft. platform, £285.

PRICE'S (EARL SHILTON), LTD., Phone: Leicester 773-76

473321.

WHALEBONE MOTORS, LTD.

239-241 HIGH ROAD.

CHADWELL HEATH, ESSEX.

Seven Kings 5282.

SEVERAL 1953 **DENNIS** Horiz Diesel units; Scammell

couplings, trailers for same if required. 773-441

1953 **DENNIS** Pax 6-tonner, Diesel P6 engine, excellent condition. £325.

COX'S MOTORS (HILL TOP), LTD., 127 Hill Top, C. West, Bromwich. Phone: Wednesday 0470. 773-134

1954 **STORK** boxvan, 900 cu. ft., £475. Box CM7022, care of "The Commercial Motor." 773-228

Dennis Wanted

WANTED, Dennis Stock platform, 20 ft., on 8.25 by 12

tyres, low loader. Box CM721, care of "The Commercial Motor." 773-6308

DIAMOND T

EX-W.D. DIAMOND T Diesel 6 by 4 tractors, in good

running order; also Scammell by 4 tractors with wheelbases, 20 ft., 2-speed, hydrol, dual axles.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. Phone: Stevenage 175. 773-243

DODGE

1956, Late, **DODGE** 103 AP6 short-wheelbase tipper, choice of four (one rebuilt April, 1958), from £640 each.

INMAN, Stone Merchant, Warminster 2214. Wilt. 774-6497

1956 105, P6, 2-speed axle, 5-speed box, platform body, excellent throughout. £850. Norwich Motor Co., Ltd., 118 Prince of Wales Rd., Norwich. 774-2118

Phone: 28811.

CAMKIN MOTORS, LTD.

MAIN DODGE DISTRIBUTORS,

OFFER:—

1955 **DODGE** 5-ton 103P6 drop-side lorries, always

choice of three or four in excellent mechanical condition.

CAMKIN MOTORS, LTD.

SHERBORNE, DORSET.

Phone: Sherborne 681-2. 773-382

1952 5-ton **DODGE** long-wheelbase drop-side truck.

£150. Hanblins Garage, 7 Rectory Rd., Rushden. 773-67

A37

Used Goods Vehicles (contd.)

MAIN DODGE DISTRIBUTORS.

FERRARIS OF CRICKLEWOOD, LTD.
200-220 CRICKLEWOOD BROADWAY,
N.W.2.
Gladstone 2234-5-6-7.

ALL new models prompt delivery.

FULL range of spares for all models.

SALES and service. Perkins Diesel service.

SEE our Miscellaneous Section advertisement for used
DODGE vehicles. 773-371

G.T.C. (COMMERCIALS), LTD.

1953 DODGE 105P6 5-ton long-wheelbase truck,
very good tyres, one owner, £345.
G.T.C. (COMMERCIALS), LTD., 2 Addington Rd.,
Bow Rd., E.3. (Opposite Bow Road Under-
ground station.) Advance 5242-3. 773-449

1947 DODGE 5-ton pantechnicon, 1,200 cu. ft., very
good condition, £300.

1948 DODGE 5-ton long-wheelbase platform truck,
very clean condition, £65.

COOMBS COMMERCIAL (GUILDFORD), LTD.,
Portsmouth Rd., Guildford, Surrey. Phone, Guildford
62907. 773-170

COOMBS, main Ford dealers.

AUGUST, 1948. DODGE 5-ton 6-cylinder P.E., 13-ft.
6-in. long-wheelbase truck, one owner, vehicle care-
fully maintained above average condition, £175.

COOMBS SERVICE STATION, LTD., By-pass Rd.,
Guildford. Phone 62962-3-4. 773-312

Dodge Wanted

WANTED, DODGE, 1951 onwards. Phone or write.
CHANDLERS MOTORS, LTD., 71 Greenwich South
St., London, S.E.10.

G.R.E. 2033-4.

773-363

E.R.F.

1948 E.R.F. C15, 5LW Gardner, platform truck,
excellent condition, £750. Williams and Son,
Bromyard, Herefordshire. Phones, Bromyard 3133,
Munderfield 258. 773-225

E.R.F. 6-wheeler, double drive, 6LW Gardner engine,
excellent condition. C. Russell, 40 Clarence
St., Southampton. 773-269

DISMANTLING 1948 E.R.F. 8-wheeled tipper, good cab,
all parts available, broken rear axle. 9 Newthorpe
Common, Eastwood, Notts. Phone, Langley Mill, 773-217

1946 E.R.F. articulated 23-ft. trailer, mechanically
sound, £325. 9 Newthorpe Common, Eastwood,
Notts. Phone, Langley Mill 2623. 773-221

1947 E.R.F. 6-wheeler, 22-ft. platform body, double-
drive, 5-speed box, 6LW engine, clean and
mechanically, very good throughout, bargain. £650.

1947 E.R.F. artic., 7.7 engine, 5-speed box with
650; also 20-ft. trailer, the one in very good order,
E.R.F. vehicles in stock.

USH GREEN MOTORS, Langley, Hitchin, Herts.
Stevenage 175. 773-252

E.R.F., 8-wheeler, 6LW Gardner engines,
24-ft. platform, very good runners, choice
of two, £375. 773-2434

E.R.F. 4-wheel pole wagon, A.E.C. 7.7 engine, 9.00
up to 450 cu. ft. Box CM697, care of "The Commercial
Motor." 773-401

FODEN

FODEN ex-W.D. 6 by 4 trucks, reconditioned, ex
M.O.S. in exceptional condition, from £900 each.
SWARDER (MOTOR TRAILERS), Lane End, High
Wycombe, Bucks. Phone, Lane End 234-3. 775-6502

1950 Model FODEN, 6-cylinder Gardner Byd-
tipper, owner driver. Phone, Ewell 5228, after
7 p.m. 773-6494

PEPPERS GARAGE (NANTWICH), LTD.

OFFER FOR SALE

FODEN, first registered February, 1955. FG6-12 14-ton
long-wheelbase drop-side lorry, one C-licence owner,
25-ft. body, mileage under 40,000 from new, taxed to
December. 773-149

LONDON ROAD,
NANTWICH, CHESHIRE.
Phone 65591.

773-149

FODEN FG 5-7½ (August, 1949) boxvan, separate cab,
good condition, £600. Pirbright Garage, Pirbright
Rd., Southfields. Vandyke 2366. 773-305

BIRMINGHAM COMMERCIAL OFFER:-

1948 FODEN 6-wheel tipper, new twin underbody
hoist and 14-yd. body just fitted, chassis has
been recently overhauled and reconditioned. 5LW fitted
February, 1958, tyres 900 by 20 as new all round,
including spares, this machine is offered in perfect condition
throughout, price £1,750.

BIRMINGHAM COMMERCIAL MOTORS, LTD.
560 COVENTRY ROAD,
BIRMINGHAM 10.
Phone, Victoria 0437-8. 773-208

Used Goods Vehicles (contd.)

1946 FODEN 8-wheeled tipper, long wheelbase, 40
tyres, all very good, new coal body and
tipping gear recently fitted, cost of £700,
order throughout, £975. Hamble Garage, 7 Rectory
Rd., Rushden. Phone 3211. 773-66

FODEN 8-wheeler, 1945, 6LW Gardner engine, 24-ft.
platform, good runner, £275. Cardale Garage, 269
Carlton Rd., Nottingham. 52034. 773-6434

FODEN F.G.6 12 pole wagon, 6-wheel double-drive
tractor, with tandem carriage, suitable for loads up
to 20 tons, on 40 by 8 tyre equipment, Gardner 6LW
engine. Box CM698, care of "The Commercial Motor."
773-482

FORD THAMES AND FORDSON

4 X 4 WOT6 ex-W.D., delivery mileage only, new
and rebuilt trucks, also Canadians, Cundy
and Stewart, Ltd., Alfreton, Derbyshire. Phone, Lea-
brooks 477. 772-648

FORDSON Sussex 6-wheeler, alloy platform body,
Perkins P6 engine, late 1954 model, in good condition.
Craigeek Plant Hire, Ltd., Dalkeith. Phone, Dalkeith
773-6517

1951 P6 Diesel, Sussex 8-ton 6-wheeled lorry, very
low mileage, £250. 773-50

MEADWAY COMMERCIALS, Bordesley Green Rd.,
Birmingham, 9. Victoria 4933. 773-138

5-TONNERS, fitted P6 engine, tyres as new, just off
service, one owner, platforms, painted dark blue,
unlettered, choice of several from £250.

RICE'S (EARL SHILTON), LTD., Phone, Leicester
4743321. 773-77

1957 4D Diesel van, 450 cu. ft., 128-in. wheelbase,
twin rear, mileage 5,000, £750; another 1955
long-wheelbase, 700 cu. ft., £650; exchange, Lanchester
Goodman, 135 Cricklewood Broadway, N.W.2. Gladstone
2226. 773-138

1957 4D Diesel, 900 cu. ft., £80
each. 773-80

1953 FORD 10-cwt. van, low mileage, excellent, £225.

1956 FORD 4D 3-ton truck, £450.

COOMBS COMMERCIAL (GUILDFORD), LTD.,
Portsmouth Rd., Guildford, Surrey. Phone, Guildford
62907. 773-171

1956 3-ton FORD Thames 4D drop-side truck, good
condition, four excellent tyres, attractive value
at £495 o.n.o. Woodley Motors, Milton Rd., Southend-
on-Sea. Phone 43344. 773-270

FRANK G. GATES, LTD.

MAIN FORD DEALERS,
GATES CORNER, E.18.
Wan 6633.

Trader Diesel 30-cwt. chassis-cab, £775.

1952 Thame 2-ton van, £100.

1954 Thame 3-ton 4D truck, £395.

1950 Thame drop-side Diesel tipper, £295. 773-345

GORDON KING MOTORS, LTD.

FORD AND THAMES DEALERS.

1957 FORD 5-cwt. Thame van, duo colours, in
very good condition throughout, £335.

1953 4-FOR 5-cwt. in very good condition, through-
out, £169. Cavendish Motors, Cavendish Rd.,
N.W.6. Willesden 0046-8. 773-339

1957 FORD 5-cwt. Thame van, duo colours, in
very good condition throughout, £335.

1953 4-FOR 5-cwt. in very good condition, through-
out, £169. Cavendish Motors, Cavendish Rd.,
N.W.6. Willesden 0046-8. 773-339

1955 FORD 5-cwt. Thame van, duo colours, in
very good condition throughout, £335.

1953 4-FOR 5-cwt. in very good condition, through-
out, £169. Cavendish Motors, Cavendish Rd.,
N.W.6. Willesden 0046-8. 773-339

1955 FORD 5-cwt. Thame van, duo colours, in
very good condition throughout, £335.

1953 4-FOR 5-cwt. in very good condition, through-
out, £169. Cavendish Motors, Cavendish Rd.,
N.W.6. Willesden 0046-8. 773-339

1955 FORD 5-cwt. Thame van, duo colours, in
very good condition throughout, £335.

1953 4-FOR 5-cwt. in very good condition, through-
out, £169. Cavendish Motors, Cavendish Rd.,
N.W.6. Willesden 0046-8. 773-339

1955 FORD 5-cwt. Thame van, duo colours, in
very good condition throughout, £335.

1953 4-FOR 5-cwt. in very good condition, through-
out, £169. Cavendish Motors, Cavendish Rd.,
N.W.6. Willesden 0046-8. 773-339

1955 FORD 5-cwt. Thame van, duo colours, in
very good condition throughout, £335.

1953 4-FOR 5-cwt. in very good condition, through-
out, £169. Cavendish Motors, Cavendish Rd.,
N.W.6. Willesden 0046-8. 773-339

1955 FORD 5-cwt. Thame van, duo colours, in
very good condition throughout, £335.

1953 4-FOR 5-cwt. in very good condition, through-
out, £169. Cavendish Motors, Cavendish Rd.,
N.W.6. Willesden 0046-8. 773-339

1955 FORD 5-cwt. Thame van, duo colours, in
very good condition throughout, £335.

1953 4-FOR 5-cwt. in very good condition, through-
out, £169. Cavendish Motors, Cavendish Rd.,
N.W.6. Willesden 0046-8. 773-339

1955 FORD 5-cwt. Thame van, duo colours, in
very good condition throughout, £335.

1953 4-FOR 5-cwt. in very good condition, through-
out, £169. Cavendish Motors, Cavendish Rd.,
N.W.6. Willesden 0046-8. 773-339

1955 FORD 5-cwt. Thame van, duo colours, in
very good condition throughout, £335.

1953 4-FOR 5-cwt. in very good condition, through-
out, £169. Cavendish Motors, Cavendish Rd.,
N.W.6. Willesden 0046-8. 773-339

Used Goods Vehicles (contd.)

1954 FORD 10-cwt. van, with seats and windows.

J. BAKER AND CO. (DORKING), LTD., 271
E. London Rd., Staines. Phone 4211. 773-381

FORD Sussex 4D engine, 22-ft. drop-side body, 34 by 7
tyres, November, 1951, 7
FORD 10-cwt. van, November, 773-306

div>

F.W.D.

F.W.D. Tractor, complete with Garwood winch,
in good condition, ex-circus, £150. Pirbright
Garage, 773-304

GUY

1952 GUY Otter with 4LW Gardner engine, Eaton
double-drive chassis, £450. 773-391

1950 GUY Vixen low-loader Luton van, 1,400 cu. ft.,
a real beautiful body, one owner, good tyres, for
quick sale, £745. 773-309

HILLMAN

BOGNER STATION GARAGE.

1956 HILLMAN Husky, 6465, 20 Longford Rd.,
Bognor 2102. 773-238

JENSEN

THE TEN-COUNTY JENSEN DISTRIBUTORS.

FERRARIS OF CRICKLEWOOD LTD.,
200-220 CRICKLEWOOD BROADWAY,
N.W.2.
Gladstone 2334-5-6-7.

FULL range of spares for all models.
SALES and service. Perkins Diesel service.
EARLY delivery on all models. 773-372

1953 JENSEN long-wheelbase lorry, 23-ft. platform,
one owner, good tyres, choice of two, £350.
ATKINSON AND GRIFFIN, LTD., Westmoorland
773-148

KARRIER

4 X 4 Unregistered low-mileage ex-W.D. trucks, c/w
winches if required. Cundy and Stewart, Eaton
double-drive chassis, £450. 773-649

LAND ROVER

1957 LAND ROVER Model 88-in. wheelbase, many
extras, 8,000 miles, immaculate, £535.
LAND ROVER model, excellent condition, low
miles, £450.

1955 LAND ROVER, excellent condition, many
extras, £430.
LAND ROVER, 88-in. wheelbase, with hard
top, £422.

COOMBS COMMERCIAL (GUILDFORD), LTD.,
Portsmouth Rd., Guildford, Surrey. Phone, Guildford
62907. 773-172

1955 July, LAND ROVER truck with hoops and
sheets, one owner, the choice of two, in really
excellent condition throughout, low mileage, from £275
each. H.P. terms arranged. Iver 947. 773-310

LEYLAND

1956 November, LEYLAND Comet, normal con-
trol, 14-ft. 2-in. wheelbase chassis and cab,
LEYLAND Comet tipper, 14-ft. timber body,
with extensions.

1954 LEYLAND Comet 18-ft. 3-in. alloy drop-side
truck.

1942 LEYLAND Beaver flat-platform lorry, first-class
condition.

THE vehicles advertised above have been conditioned up
to our well-known standard and are covered by our
Used Goods Vehicles Warranties—signed by a director of
the company.

FORD AND SLATER, LTD., Gwendolen Rd., Leicester.
Phone 3617-9. 773-233

1949 LEYLAND Comet medium-wheelbase tipper, in
very good order throughout. Hamble Garage,
Rectory Rd., Rushden. Phone 3211. 773-69

1949 LEYLAND Comet, fitted tandem double-drive
axle, 21-ft. platform, recently relisted, brakes
relied. M. Thomas Motors, Plymouth 63033.
773-6539

1949 LEYLAND Comet 75 tipper, Edbro gear, 14-ft.
wooden body, £495. Trev Barker, Ltd., Bolton
4686. 773-x427

LEYLAND Comet 8-ton forward-control 19-ft. plat-
form, exceptionally clean condition, first registered
September 9, 1955, £1,425. Edward Brooks, 2 Norwood
Avenue, Southport. Phone 88152. 773-x438

1952 LEYLAND Comet long-wheelbase twin-ram
tipper, good condition.

J. W. RATCLIFFE AND SONS LTD., Low Bank Rd.,
Garage, Ashton in Makerfield. Phone 7497.
773-298

LEYLAND 6-wheel Hippo, choice of six ex Ministry,
from £300. Cardale Garage, 269 Carlton Rd., Notting-
ham 52034. 773-x434

MAUDSLAY

THREE unregistered MAUDSLAY 8-ton Diesel trucks,
fitted Gardner 4LW engines, excellent condition, £375
each. L. W. Vass, Ltd., Ampthill, Bedford. Ampthill
3255. 773-870

1950 MAUDSLAY twin-steer, rebuilt 1957 with
replacement engine, axle, gearbox and new
Mercury cab, 21-ft. drop-side body, 10.0 by 20 tyres.
G. H. Kendrick, Ltd., Carters Green, West Bromwich
0778. 773-104

A38

Used Goods Vehicles (contd.)

4-wheel, fitted 4LW Gardner long-wheelbase, double drop-side, £200.
PRICES (EARL SHILTON), LTD. Phone: Leicester 474321.

1947, October, MAUDSLAY Mogul Mk. II, A.E.C. Howard 3922. 7.7 engine, 18-ft. double-drop-side body, £235. 773-21

1949 MAUDSLAY articulated 23-ft. trailer, mechanically sound throughout, £325. 9 Newthorpe Common, Eastwood, Notts. Phone: Langley Mill 2623. 773-220

1947 MAUDSLAY Mark II flat, good condition, fair tyres, engine good, no oil, first £200 secures. Phone: Dudley 5376. Hudson. 773-229

1948 (late) MAUDSLAY Mogul 7.7 chassis and cab, used only by C-licence operator, in perfect condition. £150. K (Hun) 325. NIGHTS BROS., Fenstanton, Huntingdon. St. Ives 775-643

SALE 1950 MAUDSLAY Mogul Mk. III, 21-ft. body, 7.7 engine, overdrive gearbox, very good condition, tyres 901, new, £450. Box CM7317, care of "The Commercial Motor." 773-249

MAUDSLAY 8-wheeler, Gardner 6LW engine, double drive, 24-ft. flat, 5-speed box, £325. Cardale Garage, 269 Carlton Rd., Nottingham 52034. 773-xD34

MORRIS AND MORRIS-COMMERCIAL

4 X 4 Unregistered ex-W.D. M.O.S. rebuilds, also compressor trucks, Cundey and Stewart, Ltd., Alfreton, Derbyshire. Phone: Leekbros 477. 773-650

1956 MORRIS Cowley van, choice of two, both unwritten from £300. Terms available. Ent 6919.

1954 MORRIS LD2 30-cwt. van, fair above average. £305. Terms available. Ent 6919. 773-40

1954 MORRIS MINOR van, estate car conversion. £300. Ent 6919.

EDWARDS BROS. (SALISBURY), LTD. main FORD Dealer, Castle Garage, Salisbury 5301-2-3. 773-239

PALMERSTON OF KINGSTON,

MORRIS AND MORRIS-COMMERCIAL RETAIL DEALERS.

RELIABLE used vehicles in stock.
PALMERSTON COMMERCIAL MOTORS, LTD. 75-7 Penrhyn Rd., Kingston 5618. 773-225

G.T.C. (COMMERCIALS), LTD.

1950 MORRIS 5-ton long-wheelbase truck, forward control, 16-ft. body, £255.

G.T.C. Bow Rd. E.3. (Opposite Bow Rd. Underground station.) Advance 5242-3. 773-450

1955 MORRIS 30-cwt. van, LD2, unwritten. £340. W. H. Baker, Ltd., Wallingford, Berks. 773-1

1949 MORRIS 5-cwt., very good condition, £125. Cavendish Motors, Cavendish Rd., N.W.6. Willesden 0046-8. 773-338

1953 4 MORRIS J-type 12-cwt. van, in exceptionally good condition throughout, £245. Cavendish Motors, Cavendish Rd., N.W.6. Willesden 0046-8. 773-340

FOR sale, 1957 MORRIS 7-ton Diesel short-wheelbase tipper, single-end-rake gear, all-new 6-cwt. body, Eaton 2-speed, power-assisted steering and 825 m.p.h. 20 tyres, mileage 4,500, price £1,700. Wray Park Garages, Ltd., Phone: Relocate 2263. 773-358

1956 57 J2 type 15-cwt. van, in excellent order, only 15,000 miles, £398. MOTORS, LTD., Widmore Rd., Bromley, Kent. Ravensbourne 3466. 773-376

SCAMMELL

SCAMMELL 6 x 6 and 6 x 4 tractor units, in first class order, any examination welcomed.
SWORDER (MOTORS), Lane End, High Wycombe, Bucks. Phone: Lane End 234. 773-6303

1950 SCAMMELL 20-ton tractor unit with Dyno 25-ton low-loader, 20 ft. in well, knock-out axles, £1,950. Terms and exchanges.

1950 SCAMMELL articulated tractor unit, Gardner 6LW engine, 6-speed box, in excellent order and appearance, choice of first also a 6-speed box, low loader, under-axle flat and drop-sided types for use with same.

1950 SCAMMELL 6-ton Scarab units, choice of two, with or without trailers.

1949 SCAMMELL 6-ton 8-wheeler, 24-ft. body, 6LW engine, 6-speed box in good running order, late property of a very large concern, well maintained, £650. RUSH GREEN MOTORS, Langley, Hitchin, Herts. R Stevenage 175. 773-241

1944 SCAMMELL tractor, 6LW Gardner engine, fully floating axles on twin 40 by 8 tyres, £600. Kerby Motors, New Southend Arterial, Hornchurch. Hornchurch 776. 773-232

SCAMMELL Horse 6-ton articulator, two 17-ft. trailers, good order, original tyres, one owner, 1953, £459. Complete. Sidney Seward, Ltd., Bristol. Phone 25713-7. 774-2430

SEDDON

FOR sale, 1948 SEDDON 6-ton platform, good condition throughout, price very reasonable, any trial. Pearce 17 Alexandra Rd., St. Ives, Cornwall. Phone: St. Ives 788. 774-2108

SEDDON 1956 long-wheelbase tipper, Pilot body, large capacity, immaculate condition, £1,200. 10RB excavator, fitted face-shovel equipment, record-driven January 1958, excellent condition, £700. Box CM7212, care of "The Commercial Motor." 773-224

5-6-TONNERS, one owner, choice of several from £150. PRICES (EARL SHILTON), LTD. Phone: Leicester 4743321. 773-78

Used Goods Vehicles (contd.)

1950 SEDDON 7.8-ton Diesel, 16-ft. drop-side, tyres good, twin fuel tanks, one C-licence owner only. December, SEDDON Diesel, wheelbase, drop-side, repairable, ready for work.

1954 SEDDON 7.8-ton Diesel drop-side truck, good tyres and condition, choice of three.

1955 SEDDON Mk. 51 Diesel 7.8-ton drop-side, recent replacement engine, good tyres, wide cab, unladen weight 19.0.

1956 SEDDON Diesel 7-ton 1,000-cu.-ft. van, replacement engine.

1956 SEDDON Diesel 7.8-ton, new platform body, replacement engine.

CATTLE HERSE truck, SEDDON, Diesel, 1954, repainted and finished, lift-off container, plastic panel in roof. Luton over-cab, small mileage, genuine machine at half list price.

SEDDON van, 1949, built-in cab, smart streamline body and interior, £100. Terms available.

OTHER SEDDON models available at reasonable prices. Terms arranged with pleasure.

NEW SEDDONS, quick delivery all models.

MIDLAND DISTRIBUTORS.

RYLAND GARAGE, LTD.

RYLAND STREET, off Broad Street, BIRMINGHAM, 16.

Phone: Edgbaston 4501. 773-261

WEYBRIDGE AUTOMOBILES, LTD.

QUEEN'S ROAD, WEYBRIDGE, Weybridge 2233.

1955 SEDDON 25-cwt. drop-side truck, fitted with Perkins P3 engine, 29,000 miles, very good condition, £395. 773-290

1948 SEDDON 3-ton long-wheelbase tilt wagon, good cab, P6 engine, servo brakes, 5-speed box, poor tyres, £300. Lanaley Mill 3182. 773-125

1955 SEDDON Diesel, alloy body as new, £750. Pearl Street Garage, Sheffield 29139, 37529. 773-164

1953 SEDDON 6-ton boxvan, alloy body and cab, one owner, good condition, £650. Aerodrome Autos, Aerodrome Rd., Hendon, N.W.4. Sun 0071. 773-328

1947 SEDDON 6-tonner, price £225.

T AND F. MOTORS, LTD., 2s Poole Park, London, T. N.4. Phone: Archway 4582. 773-465

SENTINEL

1955 SENTINEL long-wheelbase, 20-ft. drop-side body, one owner, excellent condition all round, including tyres, standardising, £395.

1955 SENTINEL 16-ft. 6-in. body, 6-in. drop-side, immaculate condition and good tyres, standardisation, £1,500.

G. ROWBERRY AND SONS, LTD., 264 Oxbill Rd., G. Handsworth, Birmingham. Northern 3539. 774-6515

THORNYCROFT

4 X 4 Unregistered ex-W.D. trucks, very good selection, Cundey and Stewart, Ltd., Alfreton, Derbyshire. Phone: Leekbros 477. 773-651

1953 THORNYCROFT Nippy Star 4-ton van, lined for foodstuffs, 57,000 miles only, £175. MEADLOW COMMERCIALS, Bordesley Green, LTD., Birmingham, 9. Victoria 4933. 773-55

Thornycroft Wanted

WANTED, Trident, Surry Special or 4-wheeled Trusty vehicles. Registered not later than 1950.

LONTON TRANSPORT EQUIPMENT CO., LTD., Loneton, Stoke-on-Trent. Phone: Loneton 32321. 775-639

TROJAN

TROJAN gown van, choice of two at £165.

SMITH AND BLACKWELL, LTD., 325 Emez Rd., Islington, N.1. Canonbury 6451. 773-351

VULCAN

1952 VULCAN 7G, fitted Gardner 4LW Diesel, wooden drop-side tipper, good 36 by 8 tyres. 773-378

E. J. BAKER AND CO. (DORKING), LTD., 55-61 London Rd., Chertsey 2391. 773-378

UNCLASSIFIED

LEONARD BEER AND CO., LTD.

NEW ALBION VEHICLES IN STOCK.

NEW CHIEFTAIN CH3L MODEL COMPLETE.

NEW CHIEFTAIN FT37KEL EXPORT MODEL COMPLETE.

NEW CLAYMORE CLIN CHASSIS AND CAB.

SECOND HAND VEHICLES:

1952 ALBION Chieftain, complete, very good.

1952 DODGE 5-ton long-wheelbase, recommended.

1950 VULCAN, P6 engine, good runner.

1948 SEDDON, P6, guaranteed condition.

KINGSBURY ROAD, SOUTHAMPTON.

Phone 25750. 773-6505

August 22, 1958—THE COMMERCIAL MOTOR 57
(Supplement)

Used Goods Vehicles (contd.)

JOHN JORDAN.

E.R.F. DISTRIBUTORS, FORD AND COMMER OFFICIAL AGENTS.

MANOR GARAGE, SANDY, BEDS.

Phone Sandy 271 (two lines)

TOP price paid for your vehicle in part-exchange. One-third deposit. Immediate H.P. arranged. DIESEL trucks.

NEW E.R.F. 44G 4-wheel, 20-ft. platform, £1,122.

NEW FORD Trader 6D 7-ton chassis-cab, £1,432.

COMMER Roots Diesel long-wheelbase chassis and Cab, list price.

Thames E17 long-wheelbase tipper, £585.

1956 FORD 4D short-wheelbase tipper, £475 each.

1955 COMMER TS3 long-wheelbase drop-siders, from £925.

DENNIS Stork 15-ft. drop-sider, £425.

1955 Rebuilt A.E.C. 8-wheeler long-wheelbase alloy tipper, £1,650.

DENNIS Max, 18-ft. platform, £325.

1952 SEDDON Carrimore 21-ft. platform articulated unit, 10-tonner, £650.

1955 MORRIS 3-ton drop-sider, B.M.C. Diesel, normal control, £385.

DODGE 105, 17-ft. platform.

1950 VULCAN, 17-ft. platform, £350.

1949 JENSEN 6-ton 23-ft. alloy platform, ideal caravan transporter or bulky loads, £345.

1948 SEDDON 7-ton chassis-cab, £325.

1945 MAUDSLAY, 18-ft. platform, £175.

1940 FODEN, 16-ft. platform, £195.

1940 E.R.F. twin-steering 6-wheeler, light model, fitted 4LW, £425.

1948 A.E.C. Monarch 4-wheel 10-tonner, Duramin cab and body, unladen weight 4 tons 5 cwt., taxed, excellent condition, £650.

PETROL trucks.

1954 BEDFORD A-type 6-ton long-wheelbase drop-sider, £395.

1954 COMMER Q4 16-ft. drop-sider, £425.

(Registered) **COMMER** QX short-wheelbase tipper, £325.

1951 COMMER Q3 13-ft. drop-sider, £125.

1950 COMMER QX underfloor 16-ft. 6-in. drop-sider, £175.

1948 COMMER Q short-wheelbase with breakdown body, £25.

CHEVROLET breakdown 4 x 4, twin Gar Wood long jobs, £350.

VANS, etc.

NEW Thame 15-cwt. forward-control van, £379.

1956 HEDFORD C.A. van, as new, £350.

1956 BEDFORD C.A. van, £345.

1955 BEDFORD C.A. van, £285.

AUSTIN 3-way, new P4 Diesel, £395.

1949 FORDSON 10-cwt. van, 16,000 miles, £275.

1956 TRADE inquiry invited. Open Sunday mornings.

PHONE for appointment, please.

773-23

CHARLES WENSLEY AND SONS, LTD.

OFFER THE FOLLOWING:—

1947 BEDFORD 5-ton short-wheelbase tipper, metal body, £170.

1950 BEDFORD 5-ton short-wheelbase tipper, wooden body, £180.

1949 BEDFORD 5-ton long-wheelbase with chassis extension, 16-ft. 6-in. body, P6 engine, £400.

1949 BEDFORD 5-ton long-wheelbase tipper, P6 engine, £310.

1947 AUSTIN 5-ton long-wheelbase tipper, new engine last year, £175.

MORRIS 3-ton long-wheelbase platform truck, £165.

HIRE-PURCHASE AND INSURANCE ON THE SPOT. PART-EXCHANGES WELCOMED.

CHARLES WENSLEY AND SONS, LTD.

MAIN VAUXHALL AND BEDFORD DEALERS.

INGS ROAD, WAKEFIELD.

Phone 2294-5, 3371.

773-18

SHELDON MOTOR SERVICES.

2119 COVENTRY ROAD.

SHELDON, BIRMINGHAM.

Phone, Sheldon 4386-78.

AUSTIN 25-cwt. vans, choice of several, from £65.

FORDSON 4D tipper, £425.

1955 A40 Countryman, £395.

1955 AUSTIN A40 van, £300.

TERMS, exchanges.

773-213

A39

Used Goods Vehicles (contd.)

KAYS OF DERBY.

OFFER THE BEST SELECTION OF USED TRUCKS
IN THE MIDLANDS.

1957 Rebuilt BEDFORD 5-ton A-type platform lorry, P6 Diesel, rebuilt to new standard with new chassis, gearbox, etc. £650.
1952 FORD Thames 2.3-ton platform lorry, petrol, £150.
1948 COMMER drop-side truck, P6 Diesel engine, £150.
1954 Registered A.E.C. drop-side long-wheelbase truck, £650.
1955 DODGE 146/R long-wheelbase drop-side truck, R6 Diesel engine, 52,000 miles only, clean, excellent condition, £800.
1953 FODEN 6-wheel tipper, 6LW engine, double-drive, 16-ft. alloy body, clean, choice of two; each £1,100.
1954 FODEN 6-wheel tipper, 6LW engine, double-drive, 16-ft. alloy body, £2,250.
1957, Diesel tipper, heavy-duty equipment, 13-ft. 6-in. body, 2-ft. sides and 2-ft. extensions, £1,100.
1955 BEDFORD R6 6-wheeled tipper, twin-ram gear, 18-ft. body, £875.
1955 DODGE 103AP6 2-ton van, 4D Diesel engine, low mileage, £475.
1954 DODGE 3-ton tipper, petrol, £200.
1955 LEYLAND Octopus 8-wheeled tipper, Pilot gear, £2,950.
1954 LEYLAND Octopus 8-wheeled tipper, Pilot gear, 20-ft. body, £2,500.
1954 DODGE 105P6 long-wheelbase drop-side truck, P6 Diesel, £650.
1956 DODGE 103AP6 tipper, P6 Diesel, 2-speed choice, each £1,000.
1954 DODGE 103AP6 tipper, P6 Diesel, 2-speed axle, £650.
1953 DODGE 123A short-wheelbase tipper, petrol, 2-speed axle, £375.
1953 LEYLAND Comet platform lorry, very sound, £900.
1949 SENTINEL 7-ton platform lorry, £550.

KAYS OF DERBY.

ASHBOURNE ROAD, DERBY.
Phone 40681 (13 lines).

Used Goods Vehicles (contd.)

ROOTES, LTD.

OFFER FOR SALE THE LARGEST STOCK OF
USED VEHICLES
FROM THIS SELECTION.

BIRMINGHAM, 18.
GREAT HAMPTON STREET.
CEN 8411.

1950 COMMER forward-control 5-ton petrol platform, 14-ft. 6-in. £45.
1950 COMMER forward-control 7-ton petrol drop-sider, KOD 699. £165.
1950 COMMER forward-control 7-ton alloy drop-sider, MOD 253. £230.
1951 BEDFORD 5-ton petrol drop-sider, LOG 266. £190.

MANCHESTER, 15.
OLYMPIA, CHESTER ROAD.
BLA 6677.

UNREGISTERED COMMER 5-ton Superpolye 5-cu.-yd. tipper, fitted alloy body. Edbro gear, shop soiled only, cost £1,450. £1,100.
1956 May. COMMER 7-cwt. Cob van, good condition, painted thistle grey, good tyres, taxed December, £100.
1954 May. BEDFORD 10-25-cwt. van, painted blue, good condition, £250.
1954 August, Thames (FORDSON) 2-ton van, good painted blue, good condition, £75.
1955 February. COMMER 6-cwt. drop-side van, good condition, painted red, good tyres, £275.
1955 June, MORRIS 4-ton van, painted grey, good tyres, good condition, taxed December, £325.

ROCHESTER.

HIGH STREET.
CHATHAM 42231.

1948 AUSTIN 3-cwt. van, brown, one owner, good running order, good tyres, £159.
1951 AUSTIN 10-cwt. van, green, good condition, good tyres, £249.
1957 COMMER EDV, grey, one owner, as new, excellent condition, £490.
1946 COMMER 3-cwt. van, green, one owner, includes canopy, good running order, £89.
1953 COMMER 3-cwt. pick-up, one owner, excellent mechanical condition, good tyres, £275.
1957 COMMER EDV, blue, one owner, as new, excellent condition, £49.
1945 FORDSON 4-ton van, brown, one owner, £99.
1953 BEDFORD drop-side truck, good condition, good tyres, £159.
1950 November. Bradford van, green, mechanically sound, good tyres, £159.
1957 COMMER Cob light van, one owner, low mileage, exceptional condition, £425.

CANTERBURY.

THE PAVILLION,
PHONE 3232.

1956 AUSTIN 1-ton Diesel van, £625.
1948 COMMER 7-ton drop-side truck, £150.
1954 MORRIS Dormobile, £325.

Used Goods Vehicles (contd.)

THE MILLBURN ORGANIZATION,
PRESTON, LONGTON, LANCS. 3255-6.
GLASGOW, BELL 0073.
CARLISLE 25422.

AUTHORIZED DEALERS.
ALBION AND FORD COMMERCIALS.

IMMEDIATE DELIVERY

FROM STOCK.

NEW ALBION 6-wheel Reiver chassis with Leyland power unit and 6-speed gearbox.
NEW THAMES TRADERS, 5- and 7-ton 6-cylinder Diesel trucks.
NEW ALBION Clydesdale with 6-speed gearbox.
OTHER models from 5 cwt. upwards.

NEW YORK 25-ft. semi-trailers with Scammell couplings, choice of chassis.
ALBION Reiver, 6-wheel double-drive axle, platform body, very fine order throughout.

1952, September. Vanguard 10-cwt. van.
1949 MAUDSLAY Mentor 8-wheeler, 9.6 A.E.C. power unit, needs some body repairs, good mechanical order, cheap for quick sale.

1948 SEDDON with P6 unit, good order.
UNREGISTERED A.E.C. Matador 4 x 4 petrol unit, all as new and complete with winch.

FORK LIFT TRUCKS.

SALE OR HIRE.

A Number of Ross, Clark and Towlmotor, 3,000-14,000 lb. capacity. Write, phone for particulars.

CRANES.

MORRIS Versatile 5-ton mobile crane, electrically operated with Perkins Diesel P4 engine mounted on 4-wheel chassis, all in new condition.
N.B. Heavy breakdown service available.

MILLBURN MOTORS (PRESTON), LTD.

WALMER BRIDGE,
LONGTON, PRESTON.

Phone, Longton, Lancs. 3255-6. 773-37

DOE BROS. (MOTORS), LTD.

MAIN FORD DEALERS,
MALDON, ESSEX.
Phone 535-6.

773-95

1955 Thames long-wheelbase 4D Luton van, 1,000 cu. ft., new engine, axle and brakes fitted May, 1958.
1952 BEDFORD 5-ton long-wheelbase petrol truck, one C-licensed owner, good condition throughout.
1952 MORRIS-COMMERCIAL 5-ton long-wheelbase Diesel truck.
1952 DODGE 5-ton long-wheelbase 105AP6 twin-axle, 2-speed, tipping truck, very good tyres, 2-speed axle, very well maintained, records available.
1950 COMMER 5-ton long-wheelbase platform truck, petrol engine.
1948 PROCTOR Po 5-ton long-wheelbase truck, very little used, good condition. 773-6329

MOATHOUSE MOTORS, LTD.

WARDLE STREET, TAMWORTH.
Phone 1381-2.

A REA COMMER DEALERS.

MOST COMMER models for immediate delivery.
USED vehicles:—

1948 2-ton AUSTIN tipper, in good running order.
1946 ATKINSON 6-wheeler, twin drive, Gardner 6-cylinder engine.
1955 BEDFORD, fitted with Boys trailer axle, 23-ft. body, wrap-round screen, Perkins P6 engine.
1952 MORRIS Cowley van, excellent condition.
1956 16-ton COMMER articulator, with Hando trailer, Roots Diesel engine.
B BEDFORD 1956 12-cwt. van. 773-110

L. A. MITCHELL (MOTORS), LTD.

DODGE DISTRIBUTORS.

PERKINS DIESEL SIGNHOLDERS.

1953 TROJAN Diesel 1-ton van, engine fitted new, tyres, etc. £325.
1956 DODGE Model 123 6-ton petrol tipper with 5-speed box and Edbro gear with 6-cu.-yd. steel drop-sided body, £625.
1955 DODGE Model 123 6-ton petrol tipper with 5-speed box, fitted with Anthony gear and 6-cu.-yd. steel drop-sided body, £625.
1955 DODGE Model 123 6-ton petrol tipper with 5-speed box and Anthony gear and 6-cu.-yd. steel fixed-sided body, £585.
1953 DODGE Model 125 6-ton long-wheelbase truck with 5-speed box (choice of two), £350.
1952 DODGE Model 105 5-ton long-wheelbase petrol truck with 4-speed gearbox, £300.
1950 DODGE Model 125, converted to Diesel engine, double-drive, body and 5-speed gearbox, £350.
1955 AUSTIN 5-ton normal-control long-wheelbase petrol truck, £400.
1953 BEDFORD 5-ton tipper with petrol engine and 5-cu.-yd. steel tipping body, £325.
1949 DODGE 105 5-ton petrol-engined long-wheelbase truck, 4-speed gearbox, £250.
1 BALHAM HIGH RD., S.W.12. Phone, Bal 2234. 773-107

440

TWO GATES GARAGE, LTD.

OXFORD ROAD,
RYTON-ON-DUNSMORE, COVENTRY.

THE MIDLAND PERKINS SPECIALISTS.

NO REASONABLE OFFER WILL BE REFUSED
FOR:—

1954 MORRIS Minor van, £325 (two).
1954 MORRIS Cowley van, £310.
1955 FORD 10-cwt. van, £295.
1955 FORD 5-cwt. van, £325.
1952 VULCAN 7-ton long-wheelbase model 7GF, £185.
1954 BEDFORD 7-ton long-wheelbase Diesel, £625.
1955 BEDFORD 7-ton long-wheelbase Diesel, £675.
1949 DODGE 5-ton short-wheelbase Diesel tipper £145.
A USTIN 6 by 4 chassis-cab, Diesel, £175.

DAY AND NIGHT SERVICE.

HEAVY BREAKDOWN SERVICE AVAILABLE. 773-111

A. E. CONNORTON, LTD.

AUTHORIZED FORD AGENTS.

FORD Trader 4D 4-ton chassis, fitted 1,200-cu.-ft. body, new and unregistered, £1,320.
1948 A.E.C. 8-wheel platform truck, fitted 9.6 engine, double-drive, 36 by 8 tyres and C-licence operated £925.
1953 BEDFORD 5-ton A model platform truck, £325.
1953 E.R.F. fitted with 5-cylinder Gardner engine, 24-ft. 6-in. platform body, air braking, recently completely overhauled by E.R.F., £1,250.
1953 E.R.F. fitted with 5-cylinder Gardner engine, 18-ft. 6-in. platform body, air braking, recently completely overhauled by E.R.F., £1,275.
1948 FORD 105 long-wheelbase platform truck, tyres as new, £1,325.
1949 FORD FG model, fitted with 5LW Gardner engine, 20-ft. double-drop-sided body, 36 by 8 tyres, complete with 18-ft. Eagle trailer, £800.
1949 BEDFORD 5-ton long-wheelbase twin-ram hydraulic tipper, choice of nine, £145 each.
1952 FORDSON ET6 hydraulic tipper, steel body, Anthony hoist, choice of nine, £115 each.

1952 FORDSON 145 AR6 coal tipper.
1953 MORRIS 5-ton Diesel.

1957 GUY Otter tipper, P6 engine.

FORD Sussex, P6, 20-ft. platform body.

ALBION 8-wheel tipper, Albion 6-cylinder Diesel engine, 22-ft. 6-in. alloy body.

FORD 4D, new engine fitted, platform body.

FORD 4D, Diesel engine, platform.

BEDFORD A type, Perkins P6, sided platform.

GUY Otter, Gardner 4LK, platform body.

GUY Otter, Perkins P6, platform body.

RUTLAND Condor, 4-cylinder Meadows Diesel, chassis and cab.

THORNHCROFT Sturdy Star, TR6 direct-injection Diesel engine.

MORRIS FY 6-cylinder Saurer Diesel engine.

MAUDSLAY Mogul tipper, A.E.C. 7.7 engine, 15-ft. steel body.

CALL, WRITE OR PHONE.

USED UNITS.

WHITTLEFIELD.

BURNLEY.

Phone, Burnley 2262. 773-48

1956 DODGE 145 AR6 coal tipper.

1953 MORRIS 5-ton Diesel.

1949 FODEN 6-wheeler.

1949 MAUDSLAY twin-steer with special A (Yorkshire area).

1948 DODGE 146 AR6 double-drop-side (choice of two).

PARRS (LEICESTER), LTD.

ABBEY LANE, LEICESTER.

Phone 61511 (seven lines). 773-75

Used Goods Vehicles (contd.)

HARRY DANDO.

VAUXHALL AND BEDFORD MAIN DEALERS,
WEST END GARAGE,
CHIPPING SODBURY, BRISTOL.

Chipping Sodbury 2277 (four lines).

York trailers. We stock the full range of the new York trailers, including Scammonden models, maximum load 16 tons, drop-side, 25 ft. long. Much the best trailers built today.

TRADE for Wilts., Gloucestershire, Somerset, Devon and Cornwall

NEW VEHICLES

FOR IMMEDIATE DELIVERY:-

BEDFORD 7-ton U-shaped steel tipper, R6 engine. Eaton 2-speed axle, 9.00 by 20 tyres, this vehicle is new and restricted and unused, £1,950, maker's guarantee. **B**EDFORD 6-ton long-wheelbase (132-in.) Bedford Diesel engine, £1,400.

BEDFORD Martin Walter ambulance, mounted on 10-12-cwt. chassis, two stretchers, four or five sitting patients, complete in every detail, registered but unused. £775.

BEDFORD 10-12-cwt. drop-side, separate cab, pick-up truck, 2624 11s. 3d.

FORDEN 14-ft. 6-in.-wheelbase double-drive 8-wheeler, 6LW Gardner engine, chassis and cab and tipping gear, body to purchaser's specification.

SPECIAL A LICENCE.

SOUTH WALES AND WEST.

SEDDON 1948 long-wheelbase drop-side lorry, this is an excepted vehicle, has a 4LW Gardner engine, all body to clear, £1,500.

BEDFORD (June, 1958), Bedford Diesel, medium-wheelbase 6-tonner, 14-ft. 6-in. platform body, £2,200.

LYLAND Octopus, 1952, long wheelbase, drop side, in good condition throughout, £3,750.

LONG WHEELBASE.

LYLAND Octopus, 1951, in exceptionally good condition throughout, works-reconditioned engine fitted six months ago, £2,300.

ALBION 1950 double-drive, 8-wheeler, 24-ft. platform body, Albion engine, the complete machine is in exceptionally good condition, £1,200.

E.R.F., 1943, 5LW Gardner engine, very clean chassis, £1,500.

BEDFORD 1953 A-type Luton van, exceptionally good condition, petrol engine, just fitted with new body, approximately 900 cu. ft. in primer, £1,000.

ALBION 1951 Chieftain, lightweight body, wood sides, body condition excellent, £600.

GUY Otter, 1953, 2-speed all axle, platform body, clear machine, in good mechanical condition, £650.

BEDFORD 1949 long-wheelbase standard 5-ton, fitted with Tiverton cattle truck, Tiverton fold-over under-frame platform, especially to dismantle to convert to ordinary platform or body, is still a perfect cattle truck and suitable for horses, £400.

FORDON 1953 7-ton long-wheelbase drop-side truck, P6 engine, excellent condition throughout, £350.

BEDFORD 1953 7-ton long-wheelbase petrol drop-side truck, £350.

FORDEN 1954 long-wheelbase platform, 4LW Gardner, in very nice condition throughout, £350.

SEDDON 1947 long-wheelbase double-drop-side, £275.

AUSTIN 1951 3-way van, quite good condition, choice of three, £100.

LYLAND Comet long-wheelbase, 1951, normal control, good condition throughout, 18-ft. 6-in. platform body, £800.

MAUDSLAY 1948 long-wheelbase platform, A.E.C. 7.7 engine, in fair condition throughout, £600.

ALBION 1945 long-wheelbase platform, 4LW Gardner engine, good condition throughout, £200.

TRAILERS AND ARTICULATED.

YORK new 10-ton 25-ft. platform trailer, S.A.E. coupling, 9.00 by 20 tyres, £725.

DYSON new 15-ton 20-ton low-loading semi-trailer, 20 ft. in well, vacuum brakes, £1,375.

MAUDSLAY 1948 tractor unit, fitted with 5LW Gardner engine, S.A.E. coupling, suit above trailer, £700.

YORK new 16-ton, 18 ft. in well, knock-out axle, two-line air brakes, low-loading trailer, £1,250.

YORK new 15-ton, 16 ft. in well, knock-out axle, vacuum brakes, low-loading semi-trailer, £1,190.

AUSTIN-TASKER 1948 tractor unit, complete with Tasker 16-ft. 6-in.-in-well low-loading semi-trailer, knock-out axle, £750.

AUSTIN Loadstar articulator, 1951, petrol, Tasker platform body, 16-ft. 6-in.-in-well, £1,200.

ALDERSLEY 10-ton full-trailer low-loader, 12 ft. in well, vacuum brakes, complete with drawbar, knock-out axle, £350.

MAUDSLAY tractor unit, 1945, 7.7 A.E.C., £350.

SACMELL platform trailer, good condition, £300.

AUSTIN 1947 articulated Tasker, platform trailer, landing wheels, £275.

BEDFORD-SCAMMELL 1948 tractor units, choice of two, £1,250 each.

MAUDSLAY 1948 tractor unit, 5LW Gardner engine, in exceptionally good condition throughout, complete with two Tasker tandem-axle 14-ton platform trailers, £1,850.

ALBION Chieftain, 1950, fitted with Meadows 4-cylinder

A diesel engine, Carrimore close-coupled semi-trailer 25-ft. platform, 8.25 by 20 tyres all round, good condition throughout, £650. Or with Tasker platform trailer and 16-ft. 6-in. well low-loading trailer, 8-10-ton, £1,350 complete with both trailers.

TIPPERS.

SEDDON, November, 1956, 2-speed, 7-ton standard, underbody tipping gear, 9.00 by 20 tyres, exceptionally good condition throughout, £1,150.

AUSTIN 1955 5-ton steel body petrol tipper, clean condition, £800.

ULTAND, December, 1955, end tipper, fitted with

A.E.C. 7.7 Diesel engine, heavy-duty Eaton 2-speed axle, in very good condition throughout, £1,500.

(Continued in next column)

Used Goods Vehicles (contd.)

COMMER 1952 P6 standard wood-body tipper, £400. **B**EDFORD 1949 standard 5-ton petrol tipper, good condition, cheap little wagon, £275. **S**EDDON 1948 steel-body tipper, rough condition, £150 to clear.

HARRY DANDO,

VAUXHALL AND BEDFORD MAIN DEALERS,
WEST END GARAGE.

CHIPPING SODBURY, BRISTOL.

Chipping Sodbury 2277 (four lines). 773-27

PRAILS (HEREFORD), LTD.

COMMERCIAL VEHICLE SPECIALISTS.

ATKINSON, **A**USTIN, **D**ODGE, **F**ORD.

AUSTIN 2-ton Lodestar D.S. truck.

November, **B**EDFORD 7-ton, R6 Diesel, 17-ft.

1954, alloy platform body.

AUSTIN Lodestar D.S. truck, P6 engine, 14-ft. drop-side body.

DENISI Jubilant rigid 8-wheel, 24-ft. platform body.

DODGE 7-ton Diesel short-wheelbase tipper.

1954 **M**AUDSLAY Mogul 7-8-ton chassis-cab, 7.7 A.E.C. engine.

1949 **M**AUDSLAY Mogul 7-8-ton chassis-cab, 7.7 A.E.C. engine.

PRAILS (HEREFORD), LTD.

HOLMER ROAD, HEREFORD.

Phone, Hereford 4221.

773-22

THE CAR MART, LTD.

AUSTIN 25-cwt. drop-side truck, £195.

AUSTIN 2-ton forward-control boxvan, £395.

BEDFORD Dormobile, £375.

December, **B**EDFORD 10-12-cwt. van, £295.

FORDSON 10-cwt. van, choice of several from £195.

1955 **F**ORDSON 7-ton long-wheelbase B.M.C. Diesel truck, £925.

DENNIS 3-ton boxvan, £95.

1947 **M**ORRIS J-type van, choice of several from £225.

THE CAR MART, LTD.

WELSH HARP.

EDGWARE ROAD, N.W.9.

Hendon 6500.

773-20

SELLERS AND BATTY (SALES), LTD.

COMMERCIAL VEHICLE SPECIALISTS.

Phone, Peterborough 4048; Midgate 320.

E.R.F., FORD, SENTINEL

1936 A.E.C. 7.7 8-wheeler flat, fitted booster box, single drive, medium wheelbase, suitable for tipper, good condition, recently rebuilt, cheap to clear, £295.

1955 **B**EDFORD P6 5-ton drop-side truck, one owner, immaculate, £375.

1956 **B**EDFORD P6 5-ton chassis and cab, fitted all heavy-duty equipment, 25-in. Balco extension, 825 by 20 rear tyres.

1954 **F**ORD Thames ETT platform lorry, fitted P6 engine, general condition very good.

1954 **A**USTIN Lodestar Diesel P6 5-ton long-wheelbase platform heavy-duty equipment, £295.

1948 E.R.F. model C14 platform lorry, fitted Gardner 4LW, tyne equipment very good.

PART-EXCHANGES

AND

H.P. TERMS

AVAILABLE.

773-86

BOTWOODS, LTD.

COMMERCIAL VEHICLE SPECIALISTS.

OFFER:-

AUSTIN 4.5-ton Diesel long-wheelbase Balco extension drop-side truck, 37,000 miles, in as new condition throughout, tyres 50% finished in green, first registered October 1954, £295.

DENNIS Pax forward-control 6-ton, 1,250 cu. ft. Luton van with P6 engine, a sound serviceable vehicle, ex-licenced operator, first registered February 6, 1950, £295.

THEIMER 4.5-ton drop-side, 8-cu.-yd. tipper. Telehoist underbody gear, body as new and vehicle just completing thorough overhaul, tyres good all round, first registered February 1955, highly recommended, £575.

BEDFORD 10-12-cwt. Bonalock alloy platform vehicle, heading to 10-ton, mileage 7,500, as new, first registered December 1954, £495.

FORD Sunser 8-cu.-yd. tipper with Anthony hoist, with P6 engine, fair condition all round, finished in primer, first registered October 1954, £1,000.

BEDFORD 2.5-ton petrol drop-side truck, reconditioned, low mileage, six new tyres, first registered October 1956, £525.

AUSTIN 4.5-ton forward-control Diesel platform vehicle, good condition, first registered 1956, £735.

TRADE INQUIRIES INVITED.

BOTWOODS, LTD.

MAJOR'S CORNER, IPSWICH.

Phone 52271.

773-26

August 22, 1958—THE COMMERCIAL MOTOR 59
(Supplement)

Used Goods Vehicles (contd.)

WILDE AND BENNETT, LTD.

BRAND-NEW **C**OMMER TS3, Bedford, Albion Chieftain and similar 7-ton long-wheelbase lorries with special A licences. East Midlands, North West, Metropolitan and Eastern.

BRAND-NEW **C**OMMER and Bedford 12-ton articulated lorries. Outfits to your requirements, with special A licences. Northern and North West Areas. Quotations on request.

1957 (late) **G**UY 8-wheel lorry, double drive, 25-ti drop-side body, air brakes, etc., very small mileage and has been carefully used and maintained by owner-driver and is as new, fitted many extras, cost £3,300, our price for quick disposal only £3,650, or available with special A licence.

Model **L**EYLAND Octopus 8-wheel lorry, throughout, fitted many extras, been carefully used and maintained by owner-driver, only £2,650, or available with special A licence Northern and North West Areas.

1956 **L**EYLAND Comet 8-ton long-wheelbase base lorry, 19-ft. platform, very clean, £1,250, available with special A licence Northern and North West Areas.

1954 **A**USTIN forward-control 5-ton long-wheelbase body, Pilot twin-ram gear, 15-ft. panel-sided body, only £375.

1951 **B**EDFORD 5-ton long-wheelbase lorry with special A licence Northern and North West Areas, £1,075.

1955 **B**EDFORD Diesel 7-ton long-wheelbase lorry with special A licence, 3 tons, East Midlands Areas, £1,550.

1952 **B**EDFORD 5-ton long-wheelbase lorry, driver's cab, driver's cab, exceptionally clean and good condition, having been owner-driven and maintained and looks as new and has to be seen to be believed, only £250, or available with special A licence Northern and North West Areas.

1955 **B**EDFORD 5-ton long-wheelbase lorry, smart and clean, £1,650.

1955 **B**EDFORD 5-ton long-wheelbase lorry, small mileage, one owner, very clean, only £395, or available with special A licence Northern and North West Areas.

1951 **M**AUDSLAY 8-ton long-wheelbase lorry, 20-ft. platform, clean and good condition, only £550, or available with special A licence Northern and North West Areas.

1950 **C**OMMER 6.7-ton long-wheelbase lorry with special A licence Northern and North West Areas, £950.

1955 **B**EDFORD 5-ton long-wheelbase tipper, very clean and good condition, one careful owner, only £495, available with special A licence East Midlands Areas.

1948 **T**HORNCROFT Sturdy Diesel 6-ton long-wheelbase lorry, exceptionally clean and good, only £150, available with special A licence metropolitan areas.

1952 **B**EDFORD 5-ton long-wheelbase lorry with special A licence, 3 tons, £1,250.

TRAILERS with special A licences. Metropolitan, Eastern, Northern and North West Areas, from £750.

TERMS AND EXCHANGES.

WILDE AND BENNETT, LTD.

HADFIELD, MANCHESTER.

Phone Glossop 2902-3.

AFTER HOURS 356.

773-212

CENTRAL GARAGE.

BARNESLEY ROAD, SOUTH ELMALL,

NEAR PONTEFRACT.

Phone Emsall 276-74.

USED VEHICLES.

ATKINSON 8-wheeler, July, 1954, with Gardner 6LW, double-drive bogie, 24-ft. alloy and timber platform, in very good condition.

ALBION 8-wheeler, 1951, with Leyland Comet engine and fitted with a new 22-ft. 6-in. platform body.

LYLAND Comet 90, Model ECO.R, July, 1955, short-wheelbase, the same type.

DODGE 10-ton, July 1955, fitted with P6 engine.

DODGE, S.A.E. coupling and 20-ft. B.T.C. semi-trailer.

A.E.C. Mammoth Major 8-wheeler, 1956, 7.7 engine, double-drive, 24-ft. platform.

BEDFORD 5-ton long-wheelbase, 1949.

December, 1945, fitted with 7.7 engine and 18-ft. platform body.

BEDFORD 10-12-cwt. van, 1953, in clean condition.

PART-EXCHANGES.

HIRE-PURCHASE AND HIRING AGREEMENTS.

CENTRAL GARAGE.

SOUTH ELMALL.

773-158

AUSTIN A35 van, registered June, 1957, small mileage.

VULCAN P6 long-wheelbase drop-side, registered April, 1951, in good condition, well tyred.

MAUDSLAY October, 1940, 6-wheel platform lorry.

LYLAND Comet 10-ton long-wheelbase drop-side, January, 1952.

EYLAND Comet short-wheelbase lorry, 1949, in very good order.

COMMER Cob, June, 1957, grey, in excellent condition.

MORRIS Minor pick-up, January, 1955, in nice condition.

FORD 7-cwt. van November, 1956, in excellent condition.

NEWCASTLE (STAFFS) MOTOR CO., LTD.

NEWCASTLE ROAD.

TRENT VALE.

STOKE-ON-TRENT.

Phone 64621-2-3.

773-212

A41

Used Goods Vehicles (contd.)

FOR
USED BEDFORDS
OR
NEW BEDFORDS,
TOM BYATT, LTD.
OFFER THE BEST DEAL
IN THE
MIDLANDS.

1954 BEDFORD 7-ton long-wheelbase (Diesel), drop-side (from registered December, 1953), new engine, guaranteed £625.
1951 BEDFORD O-type 5-ton long-wheelbase (Diesel), drop-side, new 15-in. body, repainted in red, guaranteed condition, £550.
1954 BEDFORD S-type (petrol) motive unit, straight vehicle, £250.
1950 AUSTIN Loadstar tipper, an excellent machine, on good tyres, offers.
1953 DODGE 5-ton short-wheelbase (Diesel) tipper.
1942 BEDFORD 8-ton O-type tractor unit with semi-drop frame trailer, well tyred, £120.
1950 BEDFORD O-type long-wheelbase tipper, in very good condition throughout, £100.
1954 BEDFORD 5-ton A-type long-wheelbase tipper, specimen vehicle, £600.
1950 FORDSON 6-ton long-wheelbase, Luton-type van, with drop-side door and roller shutter, new engine, repayable tyred, £165.
SEVERAL BEDFORD 8-ton O-type petrol motive units, cheap—offers.
An excellent range of BEDFORD and other makes of lorries, in reasonable figures.
NEW BEDFORD vehicles (all models) in stock or early delivery.

CONFIDENTIAL HIRE-PURCHASE TERMS.
WANTED URGENTLY BEDFORD TRUCKS OF
EVERY DESCRIPTION IN PART-EXCHANGE.
SEND FOR OUR COMPREHENSIVE LIST OF GOOD
USED MACHINES.

BUY YOUR BEDFORD AT BYATTS.
TOM BYATT, LTD.,
FENTON, STOKE-ON-TRENT.

TERMS.
Phone, Stoke-on-Trent 48581 (six lines).
773-160

FORD AND SLAGER, LTD.

THE vehicles advertised have been conditioned up to our well-known standard and are covered by our USED GOODS VEHICLES WARRANTY.

SIGNED by a director of the company.

1955 AUSTIN 5-ton P6 flat.
1954 SEDDON flat, fitted reconditioned P6 engine.
1953 DODGE 5-ton P6 flat.
1954 November, AUSTIN 5-ton P6 flat.
1954 BEDFORD 7-ton R6 long-wheelbase timber tipper.
1954 COMMER Q4, P6, long-wheelbase drop-side tipper.
1956 November, LEYLAND Comet, normal control, 14-ft. 2-in. wheelbase chassis and cab.
1955 August, AUSTIN 6-ton tipper.
1956 LEYLAND Comet tipper, 14-ft. timber body with extensions.
1942 LEYLAND Beaver flat-platform lorry, first-class condition.
1956 November, BEDFORD 5-ton P6 long-wheelbase, base timber tipper.
1949 COMMER Q4 5-ton van.
1956 October, B.M.C. 7-ton flat.
1956, October E.R.F. 5LW Diesel engine, double-drop-side truck.
1943 LEYLAND Comet 18-ft. 3-in. alloy drop-side truck.
1954 LEYLAND Comet truck.

If the vehicle you require is not amongst the above, please contact us as our stocks are constantly changing.

FORD AND SLAGER, LTD.,
Gwendolen Road, Leicester.
Phone 361179.

773-24

SPA GARAGES (LEEDS), LTD.
MEANWOOD ROAD,
LEEDS, 7.
Phone 34884.

1955 ALBION Chieftain, long wheelbase, £1,250.
1955 Long-wheelbase BEDFORD Diesel, excellent condition, £695.
1950 LEYLAND Comet long-wheelbase, good condition, £750.
1950 ALBION Chieftain tipper, medium wheelbase, fitted Hydro-Vac, excellent condition, £725.
1951 COMMER long-wheelbase Superoice, Perkins P6 ex-cellent condition, £295.
1951 AUSTIN Loadstar Luton van, petrol, £225.
H.P. Accounts settled. Part-exchanges, H.P. arranged.

773-157

Used Goods Vehicles (contd.)

W. JONES (MANCHESTER), LTD.,
RUTLAND STREET GARAGES,
SWINTON.

1957 BEDFORD 7-ton articulated, Meadows engine, 23-25-ft. trailer, Scammell couplings, low miles, £1,425.
1957 AUSTIN 5-ton van, new look, clean, 18,000 miles, £450.
1957 FORD 5-cwt. van, new condition, £345.

1957 ATKINSON 14-cu.yd. tipper, 11.3 A.E.C. engine, double drive, automatic lubrication, £3,900.
1956 June, COMMER TS3 long-wheelbase Ebro tipper, double ram, immaculate, £1,150.
1956 BEDFORD artic. Diesel, A-type, new 25-ft. trailer with Scammell coupling, practically new engine, £1,350.
1956 BEDFORD Diesel short-wheelbase tipper, A type, very clean, Eaton 2-speed, £725.
1956 BEDFORD A-type 3-ton long-wheelbase Diesel, 26,000 miles, specimen vehicle, £695.
1956 BEDFORD 5-ton van and chassis, very clean, Baico extension, £575.
1956 April, AUSTIN, B.M.C. 6-cylinder Diesel, 5-ton, 17-ft. flat, sideboards, 8.25 by 20 tyres, £795.

1956 B.M.C. 3-ton, 20-ft. platform, 4-cylinder Diesel, £575.

1955 COMMER 3-ton boxvan, Baico extension, extended chassis, £575.

1955 BEDFORD 5-ton long-wheelbase Diesel, 1,450-cu.-ft. Luton van, low platform ladder, 4-cylinder Diesel Seddon, weight under 3 tons, all Homalloy body, £950.

1955 MORRIS LD1 30-cwt. van, 9,000 miles, only, £1,425.

1955 BEDFORD short-wheelbase tipper, Diesel P6 A type, 8.25 by 20 tyres, choice of two, £650.

1955, October, A.E.C. long-wheelbase 8-wheel double-ram, Pilot tipper, 9.6 engine, £2,900.

1955, October, BEDFORD 5-ton long-wheelbase integral cab, Diesel A type, very clean, £550.

1954 SEDDON Diesel P4 engine, roller-shutter sides, very clean, choice of two, £495.

1954 November, BEDFORD short-wheelbase tipper, steel drop-side body, 4-cylinder Diesel, £625.

1954 November, BEDFORD long-wheelbase tipper, P6 engine, £695.

1954 MORRIS LD1 30-cwt. van, only needs seeing, £1,425.

1954 MORRIS LD1 Personnel carrier, 12 seats, 12,000 only, £475.

1954 DENNIS Stork, Perkins P4, drop-side truck, 17-ft. 6-in. flat, new tyres, any trial, £475.

1954 BEDFORD 5-ton long-wheelbase drop-side truck, clean, £395.

1954, September, BEDFORD A type, P6, Luton van, walk-in tailgate, approximately 1,450 cu. ft., £925.

1953, June, FORD 2-ton 4D van, very clean, £425.

1953, November, SEDDON long-wheelbase tipper, quite sound, £575.

1953, (Late) BEDFORD truck, long-wheelbase, side-loading, A type, choice of two, £955.

1953, October, ET6 FORD 1,450 cu. ft. Luton van, platform loader, Perkins P6 Diesel, £725.

1951 SEDDON articulated, Eaton 2-speed, David Brown box, 23-ft. or 25-ft. trailer, Scammell coupling, £695.

SCAMMELL trailer boxvan, 23-ft. long platform loader, splendid condition, 34 by 7 tyres, £450.

PART-EXCHANGES—TO CLEAR.

1949 BEDFORD petrol long-wheelbase truck, £100.

1949 AUSTIN petrol long-wheelbase truck, £100.

1948 SEDDON P6 Diesel long-wheelbase truck, £130.

SPARES—BREAKING-UP.

1947 MORRIS COMMERCIAL petrol 1-ton van.

1954 FORD ET6 short-wheelbase tipper.

1946 BEDFORD long-wheelbase tipper; spares.

PHONE, SWINTON 1855.

HEAD OFFICE:

5 MARSDEN COURT, MANCHESTER, 4.

Blackfriars 6037.

After Hours, Haigh (near Wigan) 049 or Wigan 3035.

GARAGE OPEN DAILY, INCLUDING SUNDAY.

Week-end 10 to 5. 773-162

KIRKHAM'S COMMERCIAL MOTORS.

£245. 1952 BEDFORD 2-ton long-wheelbase lorry, fitted Perkins P4 Diesel engine, as new throughout.

£195. 1948 SEDDON 6-ton long-wheelbase lorry, as new, choice of three.

£195. 1949 VULCAN P6 Diesel short-wheelbase power tipper, as new.

£425. 1955 BEDFORD 3-ton long-wheelbase lorry, as new.

£325. 1954 BEDFORD 2-ton boxvan, as new.

82 HILTON ST., LR, Broughton, Salford, 7. Phone: Broughton 2310, 2437. 774-6538

AUSTIN 5-ton long-wheelbase tipper, P6 Diesel. First registered 1947, 25-cwt. van. First registered 1949.

BEDFORD 7-ton long-wheelbase platform lorry, petrol, first registered 1954.

BEDFORD 5-ton platform lorry. First registered 1948.

BEDFORD 2.3-ton long-wheelbase platform lorries, choice of five. First registered 1946 to 1953.

FORDSON 2-ton long-wheelbase drop-side truck. First registered 1948.

MORRIS 30-cwt. hydraulic end tipper, one owner. First registered August, 1954.

HILLS GARAGES (MANCHESTER), LTD.

80-90 PORT STREET, MANCHESTER, 1.

Central 4311 (16 lines).

Used Goods Vehicles (contd.)

MAYFAIR GARAGES (TAMWORTH), LTD.,
COLESFIELD ROAD, FAZELEY,
TAMWORTH, STAFFS.
Phone, Tamworth 1396-7.

THE COMMERCIAL MOTOR SPECIALISTS.
OFFER THE FOLLOWING CAREFULLY SELECTED
USED VEHICLES.

COMMER TS3 7-tonner, registered November, 1956, fitted with Ebro twin-ram gear and alloy end tipping body, 12 ft. 6 in. with 3-ft. 6-in. sides, condition as new, £1,400.

FORD Thame 4D Diesel drop-side truck, 1954, with 3-ft. 6-in. drop-side body, repainted maroon, in very good condition, £895.

LEYLAND Octopus 8-wheeler drop-side lorry, November, 1955, fitted with Leyland 6-cylinder 600 D1 engine, 5-speed gearbox, double-deck rear axles, 900 by 20 heavy-duty tyres, 4-ft. 6-in. drop-side body, cab heated, genuine mileage 80,000, condition as new, £2,950.

FODEN D.G.6-12 ex-Government vehicle, first registered 1949, fitted reconditioned Gardner 6LW engine, 5-speed gearbox, double-drive rear axle, 21-ft. drop-side body, in excellent condition, £1,600.

AUSTIN long-wheelbase 5-ton twin-ram end tipper, £1,600. Maudslay Mustang, 1948, fitted A.E.C. 7.7 engine, 5-speed gearbox, 20-ft. platform body, in very good condition.

SENTINEL 4-wheel twin-ram end tipper, 1953, fitted 4-cylinder D1 engine, Servo brakes, good condition.

COMMER TS3 articulated tractor unit, fitted with 4-cylinder D1 engine, 24-ft. 6-in. trailer, complete unit, first registered November, 1956, in very good condition.

PART EXCHANGES. HIRE PURCHASE.
INSURANCE. 773-135

JACKSONS
FOR
MODERN SELECTED VEHICLES.

AUSTIN Loadstar, 1953, short-wheelbase, wooden body with choice of two, £1,250.

AUSTIN 3-ton, Diesel, long-wheelbase truck, 1956, 14-ft. 6-in. body, nominal mileage, excellent order.

BEDFORD 5-ton long-wheelbase drop-side truck, clean, £395.

BEDFORD 5-ton, 3-ton, Petrol, tipper, short-wheelbase, excellent order ready for work, £1,250.

BEDFORD, 1954, short-wheelbase petrol tipper, U-shaped body, ex-owner-driver, very good condition.

COMMER, 1954, 7-ton petrol tipper, Telehoist gear, body, £1,250.

MORRIS COMMERCIAL Diesel 30-cwt. van, LDO2 model, 1956, in excellent condition throughout.

O. T. JACKSON MOTORS, LTD.,
855 NEW WOLVERHAMPTON ROAD,
LANGLEY, NEAR BIRMINGHAM.

Phone, Birmingham, Broadwell 2871-2. 773-145

ROSS GARAGES (SALES), LTD.,
PENARTH ROAD, CARDIFF.
Phone, Cardiff 24671.

ATKINSON AND SEDDON MAIN DISTRIBUTORS.
ROOTES GROUP DEALERS.

NEW VEHICLES FROM STOCK.

ATKINSON 8-wheeler, Gardner 6LW, air brakes, £1,250.

COMMER 7-ton Roots Diesel, air brakes, 13-ft. 6-in. wheelbase.

COMMER 10-ton Unipower 6-wheel, Roots Diesel, air brakes, 22-ft. 6-in. long body.

USED VEHICLES.

1937 A.E.C. 8-wheeler, 7.7 engine platform.

1948 MAUDSLAY 8-wheeler, A.E.C. 9.6 engine, platform body.

1955 BEDFORD 5-ton tipper.

1952 BEDFORD 5-ton platform body. 773-733

CHANDLERS MOTORS, LTD.

41 Years' reputation in second-hand vehicles.

1956 DODGE 105 Diesel long-wheelbase, reconditioned engine, £625.

1956 FORD 4D Diesel 5-ton truck, in first-class condition, £595.

1955 December, BEDFORD 3-ton short-wheelbase truck, 30,000 miles, ex-brewery, in excellent condition, £390.

1955 BEDFORD A-type Scammell petrol unit, Caledon, ex-owner-driver, £400.

1954 October, BEDFORD 7-ton, R6, platform body, in excellent condition, £395.

1954 BEDFORD 5-ton A-type petrol truck, excellent condition, £395.

1954 AUGUSTA 8-ton, with meat body and hanging rail, excellent condition, £395.

BEDFORD boxvan, 1,000 cu. ft., separate cab, choice of three, from £280.

BEDFORD tipper, 5-ton long-wheelbase, Ebro body, in very good condition, 80% tyres, £325.

1951 BEDFORD Diesel 5-ton drop-side truck, £225.

1950 AUGUSTA Loadstar long-wheelbase tipper, £195.

HIRE-PURCHASE and part-exchanges.

CHANDLERS MOTORS, LTD., 71 Greenwich South St., London, S.E.10.

G 2033-4.

773-362

Used Goods Vehicles (contd.)

COMBERHILL WAKEFIELD GARAGES, LTD.
INGOS ROAD, WAKEFIELD, 6051 (FIVE LINES).
DISTRIBUTORS FOR ATKINSON VEHICLES.
MORRIS-B.M.C. AGENTS.

NEW ATKINSON L1786 (Gardner 6LW) 17-ton 8-wheel double-drive 2-ft. platform, 40 bhp, 8, all brakes.
NEW ATKINSON L1786 (Gardner 6LW) 17-ton 8-wheel 3,500-gallon Andrew stainless-steel tanker.
NEW ATKINSON T746 (Gardner 6LW) York artic.
3,600-gallon Darhan stainless-steel tanker.
NEW ATKINSON M644LW (Gardner 4LW) 7-ton, 8-wheel alloy tipper.
NEW MORRIS M644LW (Gardner 4LW) chassis-cabs, all wheelbases available.
NEW MORRIS Type 771 7-ton (B.M.C. 5.1-litres), 12-ft. 6-in. wheelbase, chassis-cab, £1,408.
NEW MORRIS all models now available for delivery from stock. 15-cwt. Cowley pick-up, £1,250. Minibus 1957 AUSTIN 7K (B.M.C. 5.1-litre) 7-ton 4-wheel Pilot tipper, 15-ft. timber body, 9.00 by 20.
FODEN OG-9 (Gardner 4LW) 6-ton 4-wheel long-wheelbase chassis-cab, 8.00 by 20.
1957 AUSTIN 7K (B.M.C. 5.1-litre) York artic. 27-ft. platform, Yorkshire special A.
SEDDON 5L (Perkins P6) 6-ton 4-wheel 16-ft. platform, 20 tyres, choice two.
ALBION Clydesdale FT101 (Diesel) 8-ton 10-ton 4-wheel 21-ft. timber, northern special A.
AUSTIN K7 (B.M.C. 5.1-litre) 7-ton 4-wheel 17-ft. drop-sider, 9.00 by 20.
BEDFORD S-type (Perkins R6 Diesel) 7-ton 4-wheel 16-ft. platform.
1955 AUSTIN Centaur 7-ton 4-wheel 19-ft. drop-sider, 9.00 by 20 tyres.
BEDFORD S (Perkins R6) 7-ton 4-wheel 15-ft. new Milshaw alloy tipper, 9.00 by 20.
SEDDON 5L (Perkins P6) 6-ton 4-wheel Milshaw tipper, 15-ft. timber, coal-coke body.
DODGE K7 (Perkins P6) 7-ton 4-wheel new Milshaw tipper, 14-ft. timber body.
1954-47 E.R.F. Type SG-4 (Gardner SLW) 7.8-ton 18-ft. platform, 9.00 by 20, choice two.
1953-51 ATKINSON 1586 (Gardner 6LW) 8-ton 9.00 by 24-ft. platform, 40 bhp, choice of two.
1953 ATKINSON L1586 (Gardner 6LW) 8-ton 9.00 by 24-ft. platform, 40 bhp, choice of two.
1953 ALBION HD53L (1-litre) Diesel 9.00 by 20.
1951-50 ALBION HD53L (6.00 Diesel) 15-ton 8-wheel 25-cwt. platform, choice two, 9.00 by 20.
LEYLAND Octopus (reconditioned 9.00 by 20, 8-wheel new Milshaw tipper, 22-ft. aber body.

YORK TRAILER DISTRIBUTORS.

COMPLETE DETAILED LIST AVAILABLE.
HIRE-PURCHASE FACILITIES.

COMBERHILL WAKEFIELD GARAGES, LTD.
773-394

W. J. BOYES AND SON, LTD.
BLENHEIM GROVE,
LONDON, S.E.15.

E.R.F. 6-wheeler, 1949, double drive, fitted works reconditioned 6LW Gardner engine, rebuilt cab.
E.R.F. 4-wheeler, 1946, Gardner 5LW engine.
E.R.F. 4-wheeler, 1949, Gardner 5LW engine.
FODEN 6-wheeler, 1949, Gardner 6LW engine, 22-ft. alloy body.
PHONE New Cross 3111-2-3.
773-258

R. A. JORDAN, LTD.

MAIN DENNIS DISTRIBUTORS.
(NO CONNECTION WITH ANY OTHER FIRM.)
FOR GOOD USED VEHICLES.

1949 DENNIS Pax, normal control, petrol, long wheelbase, 7.50 by 20 tyres, one owner, ex-brewery, platform body.
1949 DENNIS Max, Diesel, 5-speed, 19-ft. body, 8 tyres.
1948 BEDFORD 5-ton drop-side truck, good tyres, splendid condition.

NEW.

1958 DENNIS Pax III Diesel forward-control 7-ton chassis and cab, 8.25 by 20 tyres, body to requirements.

IVEL WORKS,
BIGGLESWADE.
Phone 2265.
773-272

RETALS (SERVICES), LTD.
GILDERSOME, NEAR LEEDS.
PHONE, MORLEY 4321 (eight lines).

1952 ALBION Chieftain, completely reconditioned new fibre-glass cab, new 18-ft. double-boarded platform body.
1957 ATKINSON articulator, 6LW engine, 27-ft. platform body, 9.00 by 24 tyres, 24-volt electrical equipment.
1957 ATKINSON Steer with 22-ft. 6-in. alloy tipping body, 4-ft. 6-in. high sides, Milshaw twin end-ram tipping gear, 10.00 by 20 tyres, 5LW engine, 24-volt electrical equipment.
1955 LEYLAND Steer with 18-ft. alloy tipping body, Milshaw twin end-ram tipping gear, 6LW engine, A.E.C. III with 22-ft. 6-in. alloy tipping body, Milshaw twin end-ram tipping gear, 9.6 engine, double drive, 9.00 by 20.
1956 FODEN 8-wheel tipper, 22-ft. 6-in. alloy body, Milshaw tipping gear, 6LW engine, 9.00 by 24 tyres.
SOME of these vehicles have special A licences.

773-201

Used Goods Vehicles (contd.)

FERRARIS OF CRICKLEWOOD, LTD.
200-220 CRICKLEWOOD BROADWAY,
N.W.2.
Gladstone 2234-5-6-7.

AUSTIN.
1955 AUSTIN AJ9 van with raised roof.
DODGE.
1951 DODGE 6-ton boxvan with 2-speed axle.
1954 DODGE 5-ton P6 Diesel long-wheelbase truck; Diesel and Diesel models.
1952 DODGE 101AP6 10-ton articulator, complete with platform trailer.

FORDSON.

1956 FORDSON 7-cwt. van.
1955 FORDSON 10-cwt. vans; choice of several.
1951 FORDSON 10-cwt. Luton van.
1956 FORDSON 3-ton 950-cu.-ft. Luton, new body.
1954 Cost Cutter engine.
1956 FORDSON 4D Diesel tipper.
1955 FORDSON 4D 1,350-cu.-ft. Luton.

MORRIS.

1952 MORRIS 10-cwt. Cowley pick-up.
1954 MORRIS 1-ton LDI van.
1955 MORRIS Cowley 10-cwt. van.
1957 15-cwt. J2 van.

VOLKSWAGEN.

1956 VOLKSWAGEN van, in blue.
773-373

E. RAYMENT, LTD.

DODGE DISTRIBUTORS FOR EAST LONDON.

DODGE 106AP6 platform, October, 1954, Diesel, good condition. H.D. equipment repainted.
DODGE 101 5-ton trucks, platforms and vans, Diesel and petrol, cheap to clear.
FORD 10-ton long-wheelbase H.D. frame, 4-ton chassis and cab, 152-in.
NEW DODGE fully forward- and normal-control vehicles for early delivery.

NEW Perkins engines and exchange units from stock.
334-340 ROMFORD RD., London, E.7. Maryland 773-275

BIRD'S COMMERCIAL MOTORS, LTD.
BIRMINGHAM ROAD,
STRATFORD-ON-AVON.
Phone 3222-3-4 and 2136. Telegrams, "Quicksale."

USED GOODS VEHICLES.
TWO LOW-LOADING 8-WHEEL 10-TON TRAILERS,
20-FT. LONG, EXCELLENT CONDITION.

FURTHER PARTICULARS

AND
PRICES
ON APPLICATION.
773-91

COM MOTORS, LTD.

1958 MORRIS J2 15-cwt. chassis, fitted with large-capacity Hawson body, 6 ft. 6 in. interior height, cost £650, small mileage, £535.
1957 AUSTIN 13-seater Omnicar, spotless condition, £525.

AUSTIN 25-cwt. van and trucks, cheap, from £100.
LARGE variety of used commercial vehicles always available and covered by our three month's guarantee.

FORTRESS GROVE, Fortescue Rd., Kentish Town, London, N.W.5. Gulliver 5880-9. 773-56

WHEATELEY'S AND FARROWS GARAGES, LTD.

BEDFORD petrol 7-tonner, alloy body, special A.
BEDFORD articulated, 1956, Scammell coupling, Tasker trailer, special A.

E.R.F. 1953 4-wheeler, special A.

COMMER QX 18-ft. flat, special A.

DODGE P6 1955 long-wheelbase, special A.

FORD 10-cwt. vans, choice of two, 1955.

LEYLAND Comet 1955 long-wheelbase.

DENNIS Centaur long-wheelbase, 1955.

SPECIAL A licensed.

MANY others. Part-exchanges. H.P. terms.

48 SCOTGATE,

STAMFORD, LINCS.

Phone, Stamford 2104-3.

773-424

August 22, 1958—THE COMMERCIAL MOTOR 61
(Supplement)

Used Goods Vehicles (contd.)

PLEASE NOTE OUR NEW ADDRESS.

S. HUGHES (COMMERCIAL), LTD.
LODGE GARAGE, WHITEHALL ROAD WEST,
GOMERSAL, NEAR LEEDS,
Dudley Hill 1144 (six lines).

OFFER FOR IMMEDIATE DELIVERY
NEW A.E.C., LEYLAND, ALBION, FODEN, E.R.F.
AND THORNHCROFT VEHICLES.

200 SECOND-HAND COMMERCIAL

VEHICLES

INCLUDING:—

1956 A.E.C. Mercury, 22-ft. flat.

1955 A.E.C. 8-wheeler, 9.6, double drive, immaculate.

1954 ALBION 8-wheeler, 11.3, double drive, 24-ft.

1954 ATKINSON, 5LW, twin steer; choice of two.

1953 FODEN 2-stroke, fitted latest Mark V engine

A Number of 6- and 8-wheel tippers from 1948 onwards.

LARGEST stocks in the North of England.

SEND for detailed list. Spares for all types of commercial vehicles.

TELEPHONE, Mirfield 3183; 2160.

Spare Parts Depot, Bradford 64331-4.

WALES, R. Cowdell, Newport 59866.

SOTLAND, A. L. K. Simpson, Dunblane 2273.

773-297

JESSUPS (ROMFORD), LTD.

LONDON ROAD,

Romford 42424.

BEDFORD MAIN DEALERS AND PERKINS SIGNHOLDERS.

BEDFORD 7-ton tipper.

1954 FORD 2-ton van, fitted 4-cylinder Cost Cutter engine.

1949 BEDFORD 5-ton platform, petrol.

BEDFORD 5-ton tipper.

JESSUPS (STRATFORD), LTD.

BEDFORD 7-ton Diesel platform, fitted with 9.00 by 20 12-ply tyres, excellent condition

1956 SEDDON J-ton Diesel truck and tilt, £625

1956 BEDFORD 5-ton truck, petrol, choice of two, in excellent condition, £625

1955 BEDFORD short-wheelbase tipper, petrol, £550

1952 BEDFORD 10-ton Scammell unit, petrol, £365.

1952 BEDFORD 4-ton truck, petrol, £295.

SELECTION 10-12-cwt. vans, Dormobiles, etc.

125-134 HIGH STREET,

STRATFORD, E.15.

Maryland 4366.

773-236

BRADSHAW'S.

FORD MAIN DEALERS.

USED COMMERCIALS.

1952 COMMER 5-ton tipper, reconditioned engine very clean, £350.

1951 VULCAN 8-ton platform truck, 4LW engine, £475.

1948 THORNHCROFT Sturdy drop-side truck, £250.

DENNIS 5-ton tipper, P6 engine, £300.

E.R.F. Twin Steer, 20-ft. flat, 5LW engine, £375.

HIRE-PURCHASE and exchanges arranged.

MARSH LANE, Preston. Phone 4083.

773-146

MAYDAY MOTORS, LTD.

DODGE DISTRIBUTORS.

1955 Thames 4D, complete truck, in first-class condition, £495.

1955 6-ton DODGE tipper, Model 103, P6 Perkins Diesel, 6 cu. yds. drop-sided, hollow plants constructed, £1,000, body in excellent condition.

1957 Thames Traders 4D 5-ton truck, long-wheelbase 15-ft. 6-in. drop-side body, choice of three, in first-class condition, at £960.

MAYDAY RD., Thornton Heath, Croydon. Thornton Heath 3473.

MASKELLS (BRIXTON), LTD.

AUSTIN 1955 10-cwt. van, small mileage, perfect, £290

AUSTIN 1957 5-cwt. van, small mileage, as new, £325

FORD 1955 2-ton Diesel van, excellent condition throughout, £295.

FODEN 1957 20-ton tractor chassis and cab, as new, £2,200.

297 BRIXTON ROAD,

LONDON, S.W.9.

Brixton 0111 (six lines).

773-301

A43

Used Goods Vehicles (contd.)

RUFORD MOTOR CO., LTD.

OFFER:—

NEW E.R.F. 8-wheel double-drive, 6-cylinder Gardner engine, 21-ft. alloy-bodied hydraulic tipper, special A. licence can be supplied East Midland, Metropolitan or North Western Area.

NEW DODGE 7-ton 6-wheel Boys tipper.

NEW DODGE 7-ton 15-ft. hydraulic tipper, new type, or long-wheelbase 20-ft. flat, can be supplied with special A. licence, Yorkshire or East Midland Area.

1948 ATKINSON 8-wheel double-drive 21-ft. hydraulic upper. Edbro gear, 6-cylinder Gardner engine, 40 by 8 tyres, 16-ft. drop-sided body.

1950 FODEN 8-wheel double-drive 21-ft. hydraulic upper. Pilot gear, 40 by 8 tyres, Gardner engine.

1952 FODEN 8-wheel double-drive 22-ft. steel-bodied upper. 6-cylinder engine, very clean.

LEYLAND Hippo 6-wheel double-drive 18-ft. steel-bodied hydraulic tipper.

ANY of the above machines can be supplied with A. Metropolitan, East Midland or North Western Area special A. licence.

1955 REBUILT E.R.F. twin-steer 16-ft. alloy-bodied hydraulic tipper.

1956 FORD D 12-ft. hydraulic tipper, high-sided.

1950 DENNIS Pax short-wheelbase hydraulic tipper, P6 engine, re-spayed.

1954 SEDDON 14-ft. hydraulic tipper.

1955 REBUILT E.R.F. 16-ft. alloy-bodied hydraulic upper. 5-cylinder Gardner, £750.

1954 FODEN 14-ft. long-wheelbase 16-ft. drop-sided truck, R6 engine.

1951 FODEN 4-wheel, fitted 4LW Gardner engine, 16-ft. flat.

1949 ATKINSON 22-ft. hydraulic tipper, drop-sided body, 40 by 8 tyres.

1956 SEDDON 14-ft. hydraulic tipper, P6 engine.

1955 LEYLAND Comet, 18-ft. alloy body, new engine.

(Late) DODGE 6-ton 13-ft. drop-sided body, Edbro gear.

1947 A.E.C. 6-wheel 2,500-gal. tanker with pump.

1946 BEDFORD 1,000-cu.-ft. Luton van.

CHOICE of 50 other trucks, from £50 upwards.

MILE HILL GARAGE,
CHESTERFIELD ROAD NORTH,
MANSFIELD.
Phone 2314-5.

773-390

1955 THORNYCROFT Sturdy Diesel 7-ton tipper, 30 h.p., 15-ft. body, 39-in. deep, fixed sides, 1950. £350. Commer C6000 good condition, 18,600 miles, £325. Westmoreland Automobiles, Ltd., Ainsworths, Wakefield. Phone 2464.

1956 B.M.C. 7-ton long-wheelbase drop-side truck EXCELLENT condition, one owner-driver, £825.

1954 MORRIS-COMMERCIAL 5-ton (Diesel engine and overdrive) normal-control short-wheelbase.

1947 MAUDSLAY 4-wheeler long-wheelbase (A.E.C. 7.7 engine), bargain, £225.

1949 COMMER QX 7-ton long-wheelbase drop-side truck, £125.

E RINGRINGS, Evington, Leicester. Phone 38102-3

1952 MORRIS 5-cwt. van, black, £150.

1954 MORRIS 5-cwt. van, blue, £275.

1955 FORD 10-cwt. van, exceptionally clean, £250.

CAPITAL MOTOR CO., LTD., Remington St., City Rd., N.L. (Near Angel). Clerkenwell 7456

773-266

DENNIS Pax, 1951, integral cab, 900 cu. ft.

1947 AUSTIN roller-shutter van, £50. Stevens, 163 Chase Cross Rd., Romford (46942), Essex.

773-287

PEERLESS MOTORS, LTD., Bath Rd., Slough. Phone 25111.

1949 BEDFORD long-wheelbase, fair vehicle, £75.

1949 COMMER, tidy vehicle, £95.

1952 BEDFORD tipper, 7-cu.-yd. steel body, sound order, choice of three from £395.

773-431

BIRCHES BRIDGE GARAGE, Codsall, Wolverhampton, for new B.M.C. and Ford trailers. Phone Codsall 128 and 291.

773-92

BIRMINGHAM COMMERCIAL OFFER:—

1953 ATKINSON 8-wheeler S/A.

1955 BEDFORD 8-ton long-wheelbase S/A.

1957 BEDFORD 7-ton long-wheelbase.

1957 COMMER TSJ long-wheelbase tipper.

1951 FODEN 8-wheeler S/A.

1956 LEYLAND 6-wheeler (ex Ministry) tipper.

1950 SENTINEL long-wheelbase truck.

1950 SENTINEL 6-wheel tipper.

1950 TERMS AND EXCHANGES.

560 COVENTRY ROAD,

BIRMINGHAM, 11.

Phone, Victoria 0437-8.

773-206

Used Goods Vehicles (contd.)

BEECH'S GARAGE (HANLEY), LTD.
DISTRIBUTORS FOR E.R.F., SEDDON, GUY.

NEW BEDFORD 7-ton short-wheelbase tipper, Diesel, U-shaped steel body, 9.00 by 20 tyres, 2-speed axle, immediate delivery.

LEYLAND Octopus 8-wheeler, 24-ft. alloy platform body, double-drive axles, full air pressure brakes, in very good condition.

1955 FODEN twin-axle 18-ft. 4-wheeler, Gardner 4LW engine, 20-ft. platform body, in fair condition throughout.

1940 MAUDSLAY twin-steer, 20-ft. drop-sided body, 10.50 by 20 tyres, in excellent condition.

1950 A.E.C. 6-wheel, 16-ft. chassis and cab, ex-W.D., 7.7-litre power-operated winch, 13.50 by 20 tyres, in excellent condition; choice of two.

A.E.C. 6-wheel, 13.50 by 20 tyres, single giant, in excellent condition.

1953 FODEN 6-tonner, Gardner 4LW engine, 5-speed gearbox, 34 by 16-ft. 6-in. platform body, in very good condition.

1948 A.E.C. 8-wheeler, 9.00 by 20 tyres, in very good condition.

1949 14-TON York semi-trailer, 24-ft. platform body, 9.00 by 20 by 14-ply tyres, servo brakes, used for demonstrations.

BEECH'S GARAGE (HANLEY), LTD.
HOPE STREET, HANLEY, STOKE-ON-TRENT.
S.O.N.T. 25249 and 25240. 773-397

DENNIS Max platform with Diesel engine.

BEDFORD Luton van, reconditioned passenger chassis.

BEDFORD 27-seater coach, reconditioned chassis, fitted with new body.

SELECTION of 10-cwt. vans including Bedford, Ford and Morris.

JEFFREYS COMMERCIAL MOTORS,

NEATH ROAD, SWANSEA.

Phone, Swansea 7288, 71859.

BEVERLEY STREET, PORT TALBOT.
Phone 2892. 773-123

DEACON'S GARAGE, Dorchester, Oxon. Phone, Clifton Hampden 217.

ONE 10-ton Harvey-Frost salvage crane, £165.

773-102

WELCH'S TRANSPORT, LTD., Stapleford, Cambridge. Phone, Shelford 3011, have the following vehicles surplus to requirements. Any reasonable offer accepted.

1947 FODEN D6G/15 8-wheeler, 24-ft. flat platform body, 10.50 by 8 tyres.

1939 FODEN D6G/15 8-wheeler, almost-new cab, 22-ft. flat platform.

1946 DENNIS Max, 18-ft. platform body.

1947 DENNIS Max, 17-ft. platform body.

1947 VULCAN P6 boxvan on 36 by 8 tyres.

1948 1950 MORRIS FV petrol-engine 16-ft. 6-in. truck bodies.

ALBION FT3, petrol engine, 1,100 cubic capacity van body.

SEVERAL second-hand and reconditioned Perkins P6 and R6 engines.

CONSULT Ormskirk Motors, Ltd., for new and used vehicles. See last week's copy for particulars. Phone, Ormskirk 2551.

773-632

NEALE OF HERTFORD.

NEW 1-ton AUSTIN van, petrol, list.

NEW 3-ton forward-control Diesel chassis-cab, list.

BEDFORD 5-ton, 1954, new tyres, good box body, double floor, tailboard and doors, £87 10s.

BEDFORD CV 10-cwt. van, 1957, clean, £385.

AUSTIN 25-cwt. van, 1948, roller shutter at rear, fair, fair, £72 10s.

E. NEALE, London Rd., Hertford 2561.

773-139

SPARSHATT'S offer:—

1955 B.M.C. 5-ton Diesel chassis-cab, fitted with new 1,100-cu.-ft. Luton van body, finished in primer, £1,100.

1955 MORRIS 14-ton 340-cu.-ft. van, £485.

1954 SEDDON 25-cwt. Diesel platform truck, £390.

J. H. SPARSHATT AND SONS, LTD., London Rd., Hilles, Portsmouth. Phone, Portsmouth 60361. 773-141

ONE Muirhill Diesel loading shovel, £150; one Land Rover, £200; two Austin A40 pick-ups, 1954, £155 each. Autorex (Liverpool), Ltd., Holmes Lane, Litherland. Phone, Waterloo 2321.

773-202

WADHAMS, LTD.,
THE AVENUE, SOUTHAMPTON.

DISTRIBUTORS FOR MORRIS COMMERCIAL VEHICLES.

Phone, Southampton 22991.

1951 DODGE 5-ton Diesel long-wheelbase truck, in first-class condition, £375.

1957 Model MORRIS 1000 4-ton van, beige, excellent condition, £365.

1955 October, BEDFORD 10-12-cwt. van, green, in excellent condition £350.

773-318

Used Goods Vehicles (contd.)

Used Goods Vehicles (contd.)

TILBURY'S (SOTON), LTD.,
CENTRAL STATION BRIDGE ROAD,
SOUTHAMPTON.

Phone 24731.

SEDDON DIESEL DISTRIBUTORS.

COMMER MAIN DEALERS (HEAVY).

PART-EXCHANGE ARRANGED.

TERMS, BOTH H.P. AND RENTAL AVAILABLE.

DEMONSTRATION VEHICLES.

SEDDON Diesel Mk. 15, fitted with P6 engine, 13 ft. 6 in. wheelbase cab and chassis, 8.25 tyre equipment.

USED VEHICLES.

1956 B.M.C. 7-tonner, double-dropside, fitted with power steering and twin-speed axle, very clean condition.

1954 November, SEDDON Diesel, Scammell articulated unit, fitted with de luxe cab, indication board, modified Re engine, one owner, above average condition.

1953 SEDDON Mk. 15, fitted with Homalloy body, under 3 tons unladen, excellent condition.

1950 E.R.F. fitted with 4LW Gardner engine, 17-ft. platform body, very good condition throughout.

1954 late, Scarab, fitted with twin rear wheels, exceptionally good condition throughout.

1949 COMMER Superpoise Perkins Diesel platform truck, £200-£400.

773-393

FRANK G. GATES, LTD.

MAIN FORD DEALERS,

GATES CORNER, E.18.

Wan 6633.

1957 AUSTIN 15-cwt. pick-up, £425.

1947 BEDFORD petrol tipper, £110.

1949 COMMER forward-control, flat platform, £195.

1951 BEDFORD normal-control, flat platform, £175.

AUSTIN 3-way vans, £175 and £95.

773-346

H. TAYLOR AND CO., LTD., offer:—

1956 September, BEDFORD 10-12-cwt. C.A.V., blue, one owner, £350.

1955 March, COMMER Express delivery van, grey, £325.

1955 June, COMMER Express delivery van, maroon, £310.

1951 FORD 5-cwt. van, blue £110

773-142

1952 THE CRESCENT, SURREBITON, Elmsbridge 0081, 3-ton long-wheelbase tipper, 1955.

1952 FODEN, 6LW engine, 24-ft. box body, roller shutter, 3-ton loader, one owner, C. licence, very clean, separate cab, £450.

1952 FODEN 6-wheeler Twin Steer, 4LW engine, 1.6-tonne, platform body, very good mechanically, £250.

1943 SCAMMELL Rigid 8-wheeler, 6LW engine, 1.6-tonne, platform body, very good mechanically, £450.

Bal 5477. 773-2445

BEDFORD drop-side truck, choice of three, Perkins R6 engines, 1955 and 1956.

1952 5-ton long-wheelbase tipper, 1955.

B.M.C. 10-cwt. van, £110.

1952 FORD 10-cwt

Used Goods Vehicles (contd.)

BEDFORD.

GARLICK, BURRELL AND EDWARDS, LTD.
(COMMERCIAL VEHICLE SALES).
188 REGENT ROAD,
LIVERPOOL, 20.

OFFER THE FOLLOWING 1957 "QUALITY TESTED" TRUCKS, ALL COMPETITIVELY PRICED:-

1957 BEDFORD 300-cu.-in. Diesel 5-ton long-wheelbase drop-side truck.
1957 BEDFORD 5-ton long-wheelbase platform and drop-side truck, Perkins P6.
1957 B.M.C. 7-ton platform truck, 2-speed axle, power steering, 900 by 20 tyres and 3-piece wheels.
1955, October, BEDFORD 10-ton Scammell R6 Diesel tractor unit, in excellent condition.

THE FOLLOWING MACHINES TO BE SOLD WITHOUT PART-EXCHANGE AT INCOMPARABLE PRICES:-

1954 BEDFORD A-type 5-ton long-wheelbase petrol platform truck, £325.
A 225. NOTHER, similar to the above but drop-side truck.

1950 DENNIS Max long-wheelbase flat, £300.

MANY OTHERS SIMILAR TO THE ABOVE. FOR VALUE, QUALITY AND SERVICE

PHONE BOOTLE 4343.

DEMONSTRATIONS ARRANGED IMMEDIATELY.

GARLICK, BURRELL AND EDWARDS, LTD.
188 REGENT ROAD,
LIVERPOOL, 20. 773-445

THE NIGHTINGALE ENGINEERING CO. LTD.

NEW ATKINSON L176 double-drive chassis-cab, immediate delivery.
NEW ATKINSON L644 LWL chassis-cab, immediate delivery.
1958 (Registered) FODEN 6-wheeler platform, double drive, 40 by 8 tyres, small mileage, choice of two.
1955 ALBION Clydesdale 20-ft. platform, good mechanical condition; choice of two.
1955 ATKINSON 8-wheeler, 24-ft. platform, Autolube, 40 by 8 tyres, immaculate vehicle.
1954 SCAMMELL 8-wheel chassis-cab, very good mechanical condition throughout; choice of two.
WESTERN LANE, London, S.W.12. Battersea 2193. 773-306

SIMPSONS MOTORS (WEMBLEY), LTD.

345 HIGH ROAD,
Phone, Wembley 3903, 8691, 4422.

1948 3-horse 3-groom horsebox with Harrison coachwork, good condition.
1951 STANDARD Vanguard estate.
1947 ALBION furniture van, 680 cu. ft.; choice of three.
1947 COMMER van, 30 cwt.
1954 FORD gow van.
1949 FORD 10-cwt. van; choice of three.
1947 GUY Vixen furniture van, 950 cu. ft.
1949 STANDARD Vanguard estate car; choice of two.
773-311

1956 BEDFORD 7-ton long-wheelbase tipper, Meadows engine and 5-speed gearbox, twin gear and double-drop-side wooden tipping body, 900 by 20 tyres.
DODGE Model 106AP6 5-ton long-wheelbase drop-side truck, 2-speed axle, Perkins P6 engine, 8.25 by 20 tyres.
1955 BEDFORD 7-ton short-wheelbase tipper, 16 engine, U-shaped steel body, 8.25 by 20 tyres.
1954 ALBION Loadstar 5-ton long-wheelbase tipper.
1953 DODGE Model 125 6-ton long-wheelbase drop-side truck, petrol, 2-speed axle, 8.25 by 20 tyres.
1947 BEDFORD 5-ton articulated tractor unit and trailer, Perkins P6 engine.
HOLMES AND YOUNIE, LTD., 30-46 Suffolk Rd., Sheffield. Phone 21378-9.
ONE 8-wheel FODEN double-drive, 6LW, £360.
ONE FODEN chassis and cab, short-wheelbase double-drive, £420.
5-TON BEDFORD flats, 10 to choose from, £55 each.
ERNEST THORPE AND SONS, Thurgoland, nr. Sheffield. Phone, Stockbridge 2152. 773-446

CHASESIDE MOTOR CO., LTD.

GREAT CAMBRIDGE ROAD,
ENFIELD, MIDDLESEX.

FORD MAIN DEALERS.

Phone, Enfield 3456.

1954 FORD 10 2-ton Diesel van, £350.

1956 MORRIS J-type boxvan, tyres good all round, taxed for the year, excellent condition, fitted roller shutter, £275.
1955 BEDFORD 10-12-cwt. van, grey-black, excellent condition, £295. 773-271

Used Goods Vehicles (contd.)

OSWALD TILLOTSON, LTD.

SUMMIT WORKS,
BURNLEY.
Phone 2201-4.

PRESTON STREET, BRADFORD, 7.
Preston 2377-8-9.
293 LIVERPOOL STREET, SALFORD, 5.
Pendleton 2845-6.

LARGE SELECTION OF USED VEHICLES IN STOCK. VISIT OUR USED VEHICLE PARK AT SUMMIT WORKS, BURNLEY.

1957 A.E.C. Majestic twin-steer flats or tippers.

1954 A.E.C. 8-wheeler tippers, double drive, 16-ft. 9-in. wheelbase, fitted with 9.6 and 11.3 engines, 22-ft. 6-in. body with 4-ft. 8-in. sideboards, 9.00 by 24 tyres.
1955 GUY 8-wheeler and trailer with special A licence, Metropolitan Area, 8 tons 13 cwt.

1953 ALBION Chieftain.

1954 BEDFORD articulators, good selection with either Dyson or Tasker semi-trailers, 22-ft. body.

1950 LEYLAND Comet twin-steer, unladen weight 1 cwt., 22-ft. timber body, 600 engine.
1949 A.E.C. Monarch Mk. III, 7.7 engine, 21-ft. 6-in. body.

1951 THORNYCROFT 19-ft. 6-in. Albion Chieftain engine.

1949 THORNYCROFT 8-wheeler, 6LW, 24-ft. body.

1948 ALBION CXM, Diesel, 18-ft. body.

1945 E.R.F. twin-steer, A.E.C. engine.

1949 FODEN 6-wheeler, 6LW engine, double drive, 20-ft. body.

1946 ATKINSON 6-wheeler, 6LW engine, double drive.

CHOICE OF MAUDSLAY Moguls, Mustangs and Militants, also E.R.F. twin-steers. 773-458

August 22, 1958—THE COMMERCIAL MOTOR 63
(Supplement)

Used Goods Vehicles (contd.)

BLACKBIRD HILL GARAGE, LTD.

BLACKBIRD HILL, KINGSBURY, N.W.9.
Phone, Colindale 6134.

COMMERCIAL VEHICLE CENTRE.

FORD 5-cwt. van, extra seat, £350.

FORD 10-cwt. van, £150.

MORRIS Oxford van, £325.

A40 Countryman, £400.

A35 van, £365.

BEDFORD 10-12-cwt. van, £325.

AUSTIN A40 van, extra seat, £320.

AUSTIN A70 van, new engine, £200.

AUSTIN A35 pick-up, £495.

NEW.

EARLY delivery of all Austin, Morris and Ford commercial vehicles.

IMMEDIATE delivery AUSTIN 152 Omivan, choice of colour.

IMMEDIATE delivery FORD 10-cwt. van; new Thames Trader 3-ton long-wheelbase truck.

ONE only, new A35 van in stock.

773-354

SOUTHERN COUNTIES GARAGES, LTD.

HIGH STREET, CRAWLEY, SUSSEX.
PHONE 25666.

AUSTIN AND FORD COMMERCIALS.

A NEW AUSTIN 1-ton van and pick-up in stock.

O OFFER the following vehicles, mostly carrying three months' written guarantee:-

1957 AUSTIN 152 van, low mileage, £495.

1956 STANDARD 6-cwt. van, reconditioned, £345.

1950 BEDFORD 5-ton cattle truck (container type), £295.

1950 FORD 10-cwt. van with windows, £275.

1955 FORD 4D 2-3-ton short-wheelbase drop-side truck, £425.

1955 FORD 10-cwt. van, reconditioned engine, £245.

773-418

HAZELMERE MOTOR CO.

(WALTHAM ABBEY), LTD.

Waltham Cross 2275-7.

BEDFORD DEALERS, FODEN DISTRIBUTORS, PERKINS SIGNHOLDERS.

LAND ROVER, 88-in. wheelbase.

1954 BEDFORD 5-ton short-wheelbase tipper; choice of two.

1950 FORD Thames 5-ton Diesel.

1955 BEDFORD 3-ton truck.

1954 FORD 4D Cost Cutter truck.

1947 BEDFORD 5-ton truck.

1942 BEDFORD 5-ton short-wheelbase tipper.

Anthony hoist, 5-cu.-yd. wood bodies, the £65 each. 773-355

COVENTRY AND JEFFS, LTD.

COMMERCIAL VEHICLE SPECIALISTS.

ATKINSON, October, 1955, double drive, 8-wheeler, 24-ft. drop-side vehicle, 92,000 miles only, 11.3 A.E.C. engine, air brakes, mounted on D20 Metallic tyres, 8% good, three months' guarantee, exceptional value, one only.

DODGE tipper, October, 1956, fitted with Meadows D Diesel D1 engine, Eaton 2-speed axle, 900 by 20 tyres, five new, 14-ft. Tiverton body, painted green-black, £1,125.

DODGE 103 AP6 Diesel tipper, 1955, tyres 800 by 20 rear, 825 by 20 front, five new, first-class condition, £620.

DODGE 103 AP6 Diesel tipper, 1955, tyres 825 by 20, 75% good, first-class condition, £675.

SEDDON 1950 drop-side truck, repainted maroon, excellent mechanical condition, tyres 70% good, £485.

SEDDON Diesel meat van, 1950, tyres 70% good, 17-ft. 6-in. interior body, alloy floor, good condition, £495.

ATKINSON, SEDDON, DODGE, FORD.

MILL LANE,

BRISTOL, 3.

Phone 6-4661.

773-392

SPURLING CITY DEPOT OFFER:-

1956 BEDFORD Utilibreak 12-seater, good condition.

AUSTIN A40 gow van.

BEDFORD 2-3-ton long-wheelbase boarvan, roller-shutter rear.

HIRE-PURCHASE.

PART-EXCHANGES.

176-9 SHOREDITCH HIGH STREET,

LONDON, E.1.

Phone, Shoreditch 8433.

773-444

445

THE ABOVE IS A SELECTION FROM OUR EVER-CHANGING STOCK OF

USED COMMERCIALS.

773-417

Used Goods Vehicles (contd.)

PERCY D. SLEEMAN LTD.,
LONDON COMMERCIAL DEALERS.

NEW COMMERCIAL Roots Diesel, long wheelbase, air brakes, drop-side truck, with special A licence.
NEW COMMERCIAL tractor, Scammell coupling, air brakes, Roots Diesel.
THE COMMERCIAL Unipower, 6-wheeler chassis-cab, air brakes, 9.00 by 20 tyres, 21-ft. 6-in. platform, painted, price £2,712.
NEW COMMERCIAL 14-ton forward-control light Diesel super-capacity van.
NEW COMMERCIAL express delivery van.
1958 BEDFORD 5-ton long-wheelbase Diesel truck, with special A licence.
1955 BEDFORD 7-ton long-wheelbase Diesel truck, with special A licence.
1956 VANGUARD 15-cwt. van, excellent condition.

38 UXBRIDGE ROAD,

EALING, W.5.
Phone, Ealing 7987; Unbridge 5022.
After hours, Western 1321. 773-473

1954 AUSTIN A40 gow van, one owner, excellent condition, guaranteed, £325.
1948 ALBION 6-ton drop-side long-wheelbase truck, with special A licence, £375.
1954 DODGE 2-ton Diesel Luton van, 850 cu. ft., excellent condition, £325.
1956 FORD 7-cwt. van, green, one owner, £320.
1954 FORD 10-cwt. van, re-painted, new engine fitted, £265.
1954 FORD 5-cwt. van, one owner, 13,000 miles, £350.
1957 MORRIS 1-type personnel carrier, excellent condition, guaranteed, £345.
1954 NEW 7-ton Thames Trader, 160-in. wheelbase drop-side truck.
CHOICE of new light vans in stock.

CAMPBELL SYMONDS AND CO. LTD.,
FORTY AVENUE, WEMBLEY.
Arnold 7771. 773-383

COUNTY OAK SERVICE STATION, LTD.,
VAUXHALL-BEDFORD MAIN DEALERS,
LONDON ROAD, CRAWLEY, SUSSEX.
Phone, Crawley 25475-6-7.

BEDFORD 1950 10-12-cwt. van, very clean, £140.
BEDFORD 1952 short-wheelbase 5-ton petrol tipper.
BEDFORD 1951 8-ton tractor unit with Scammell coupling, £250.
BEDFORD 1947 long-wheelbase truck, £125.
COMMERCIAL 1955 15-cwt. Superロー van, immaculate condition, one owner, £360.
AUSTIN 1947 2-ton meat van, £175.
FORD 1951 ET6 5-ton tipper, new engine, good tyres, £350.
FORD 1952 ET6 5-ton meat van, £200. 773-454

1948 MAUDSLAY, 4-cylinder Gardner, £275.
1948 LEYLAND Comet (rough), £185.
1938 A.E.C. coach, £165.
1939 FODEN 6-wheeler, £265.
1951 GUY boxvan, £85.
1952 KARRIER Bantam with trailer, £200.
1952 6-wheeler, fit for spares, £45.

EX-MINISTRY Morris 4-cylinder engines in crates, £20.
LAMMAS MOTORS, 63 Garratt Lane, S.W.18.
Vandyke 2955 or 3909.
1947 FODEN 8-wheeler, 24-ft. flat, 40 by 8, double-drive, 6LW engine.
1944 FODEN 8-wheeler, 24-ft. flat, 36 by 8, 6LW engine.
1940 A.E.C. 8-wheeler, 24-ft. flat, 36 by 8 tyres, 10.00 by 16.50, narrow attention.
DENNIS Max long-wheelbase chassis cab.
1944 E.R.F. Twin Steer, 20-ft. flat, SLW engine and International TD9 bulldozer with wide blade.
CATTERPILLAR D6 with winch and scraper.
CHASESIDE high-lift shovel, 3-yd. bucket and P6 engine.
W. J. ATCLIFFE AND SONS LTD., Low Bank Rd., Garage, Ashton-in-Makerfield. Phone 7497. 773-224

SERIES I 5-40', fitted 1954 Loadstar engine, crown wheel damaged. Murrell, 10 Trulock Rd., Tottenham, N.17. 773-419

C.D. BRAMALL LTD.,
QUEEN'S ROAD, SHEFFIELD, 2.
Phone 24096-7.

FOR IMMEDIATE DELIVERY.

1953 FODEN 6LW 12-ton double-drive drop-side lorry, C-licence owner, passed by Foden, 71,000 miles, makes ideal tipper. £1,000.
September, BEDFORD Diesel 5-ton 13-ft. 25-ton, new body and gear, low mileage.
EXCHANGES. 773-389

A46

Used Goods Vehicles (contd.)

HENDY FOR FORD.

EARLY OR IMMEDIATE DELIVERY ON ALL THAMES MODELS.

1957 THAMES Trader 5-ton 6D long-wheelbase truck, £2,280.
1950 AUSTIN Luton van, 3-way roller shutters, £225.
1954 THAMES 3-ton 4D long-wheelbase, £450.
1951 SEDDON long-wheelbase truck, exceptionally good, £375.
1952 DODGE 5-ton long-wheelbase, P6 engine, £445.
1951 DODGE 4-ton platform truck, Diesel, £350.

PERCY HENDY LTD.

VINCENT'S WALK, SOUTHAMPTON.
Phone, Southampton 28331.

ALSO AT CHANDLERS FORD. PHONE 2271. 773-440

COMMERCIAL VEHICLES.

WILLIAM RIPLEY.

1954 Model BEDFORD A-type 5-ton truck, 30,000 miles only, body length 15 ft. 3 in., as new. £395.
1952 BEDFORD 5-ton truck, synchromesh box, in first-class order, £225.
1949 BEDFORD 5-ton boxvan, body dimension length 14 ft., headroom 7 ft. 6 in., nice order. £165.
1954 BEDFORD A-type 2-ton truck, perfect order.
1955 BEDFORD A-type 30-cwt. truck, one C-licence. £400.
1952 Model BEDFORD 30-cwt. drop-side truck, synchromesh box, new tyres, any trial, £195.
1954 Model AUSTIN Loadstar 2-ton drop-side truck, 25,000 miles only, £250.
1955 MORRIS 15-cwt. truck, double drop-side truck, new model, 29,000 miles, £465.
1949 MORRIS 15-cwt. truck with hoops and sheets, in first-class order, reconditioned engine, one C-licence user, £135.
ALL these vehicles are open to your inspection without obligation.

PHONE, DARTFORD 5480. 773-420

HALE MOTORS (TOTTENHAM), LTD.

THE HALE, N.17.
Tottenham 7771 (four lines).

VANS.

1957 FORD 7-cwt. van, plain red, extra seat, windows, etc.
1957 COMMERCIAL express delivery van, radio, dual colours, 2,000 miles only, as new.
1956 BEDFORD 10-12-cwt. C.A.V. van; choice of two.
1953 COMMERCIAL 2-ton boxvan, large capacity, integral cab; also 1951 similar, both with side loading doors.

TRUCKS.

1956 AUSTIN A40 pick-up truck, 20,000 miles, very clean vehicle.
1952 AUSTIN A40 pick-up truck with tilt.

TIPPERS.

1949 BEDFORD 5-ton short-wheelbase petrol tipper, choice of two.
NEW vehicles.

AUSTIN, Ford, Rootes Group.

COMPREHENSIVE stocks always held.

773-377

1956 ALBION Reiver platform, fitted with Leyland Comet engine.

1951 ALBION CX model tipper with 14-ft. steel tipping body.

1953 BEDFORD 7-ton long-wheelbase petrol tipper.

1954 BEDFORD 7-ton long-wheelbase Diesel tipper with new R6 engine.

1952 DODGE 2-ton petrol tipper.

1947 DENNIS 5-ton platform, fitted with new Perkins P6 engine.

1956 FORDSON 4-ton 4D Diesel tipper with 13-ft. alloy T. and G. body.

1952 FODEN 8-wheel platform with Foden engine.

And insurance facilities available.

WINGERWORTH SERVICE STATION, LTD., Derby.

Wingerworth, Chesterfield, Derbyshire. Chesterfield 3527 and 7833. 773-295

£700. 1955 model BEDFORD 5-ton long-wheelbase, R6 Diesel, twin-ram. Pilot tipping body, deep sided, ideal coal and coke carrying.

£450. 1952 DODGE Diesel, 2-speed axle, Scammell tractor, complete with 20-ft. trailer, clean.

£500. 1955 DODGE 7-ton R6 engine, 2-speed axle, 903 by 20 tyres, flat platform.

£190. 1949 SEDDON long-wheelbase lorry.

£135. 1945 VULCAN Diesel, rebuilt 1952, taxed.

£125. 1950 BEDFORD Diesel, 5-ton long-wheelbase lorry.

£225. 1945 E.R.F. 4LW engine, clean lorry.

£100. Perkins P6 engine complete with Bedford fittings or Dodge fittings, can be heard running.

SCAMMELL trailers, 20-ft., from £100.

£350. A very good 23-ft. 10-ton Scammell trailer.

255 WALTON LANE, Liverpool, 4. Aintree 1873. 773-168

Used Goods Vehicles (contd.)

TWO 1953 FORD Perkins vans, off contract.

1955 E.R.F. 12-ton 6-wheel Luton, fitted Tecalemit chassis lubrication. BEAZLEY TRANSPORT, 67 Church Rd., N.W.10. Phone, Willesden 3149. 773-59

1954 Volkswagen van; 1946 Commer Q3 truck; 1942 International 7-ton truck, A. W. Ruggles and Sons, Ltd., Causeway Garage, Maldon, Essex. Phone, 771-338. 773-359

VIGO MOTORS.

1952 5-ton BEDFORD truck, £245.

1949 5-ton long-wheelbase THAMES Luton, £175.

1949 5-ton long-wheelbase BEDFORD boxvan, £200.

1955 10-cwt. van, Hanson body, £295.

VIGO MOTORS, Walmer Rd., W.10. Ladbroke 3051. 773-323

MYERS COMMERCIALS, LTD., Olympia Buildings, Bradford. Phone 31726. New and used vehicles. 773-726

Unclassified Wanted

W. JONES (MANCHESTER), LTD., 5 Marsden Court, W. Manchester. 4.

WANTED, commercial vehicles, all classes, 20 short-wheelbase tippers and 20 long-wheelbase tippers; cash. Phone, Manchester, Blackfriars 6037, between 10 a.m. and 4 p.m.; after hours, Haigh (Wigan) 049. 772-988

WANTED, urgent, all types of petrol and Diesel commercial vehicles, any condition.

BELGRAVE AUTOS, Belgrave Walk, Mitcham, Surrey. Phone, Mit 7691. 772-729

WANTED, late-model Albion, Atkinson, E.R.F., Foden, Seddon, etc., 4-, 6- and 8-wheeler flats or tippers, also petrol-engined vans, trucks and tippers, 30 cwt., 7-ton, Bedford preferred. Cash on sight. Distance no object.

O. T. JACKSON MOTORS, LTD., 855 New Wolverhampton Rd., Langley, near Birmingham. Phone, Broadwell 2871. 773-152

WANTED to purchase very urgently, four 8-wheelers, five 6-wheelers and four 4-wheelers. Diesel-engined forries; also several tippers; also six Albions, Seddons or similar Diesel-engined flats and tippers; also Bedford 30-cwt., 7-ton, 1940-57. Also damaged late-model lorries suitable for rebuilding.

WILDE AND BENNETT, LTD.

HADFIELD, MANCHESTER.

Phone, Glossop 2902-3.

AFTER HOURS 356. 773-209

WANTED over 7-ton Diesel lorry, good working condition, full particulars and price to Jas. B. Warke and Co., Castle Rock, Co. Derry, N.I. 773-2141

SPECIAL A-LICENCE VEHICLES

S. HUGHES (COMMERCIAL), LTD.

LOGGE GARAGE, WHITEHALL RD. WEST, GOMERSAL, NR. LEEDS.

Phone, Dudley Hill 1144-9.

OFFER THE FOLLOWING VEHICLES AND LICENCES.

1949 E.R.F. Metropolitan or South Eastern licence, £2,900.

1946 E.R.F. 5-ton 6-cwt. Metropolitan Special A licence, £2,000.

1951 AUSTIN Northern Special A licence, £850.

WEST MIDLAND AREA.

8-WHEELER, 7 tons 4 cwt.

8-WHEELER, 7 tons 6 cwt.

8-WHEELER, 7 tons 4 cwt.

8-WHEELER, 7 tons 3 cwt.

8-WHEELER, 7 tons 2 cwt.

TWIN Steer, 5 tons 2 cwt.

LARGE capacity.

LEYLAND Comet van, 4 tons 13 cwt. 2 gr.

4-WHEELER, 4 tons 11 cwt.

NORTH WESTERN AREA.

8-WHEELER, 7 tons 9 cwt.

8-WHEELER, 7 tons 4 cwt.

4-WHEELER, 4 tons 19 cwt.

1955 BEDFORD, 3 tons.

YORKSHIRE AREA.

4-WHEELER, 4 tons 11 cwt.

4-WHEELER, 4 tons 9 cwt.

4-WHEELER, 2 tons 18 cwt.

TWIN Steer, 5 tons 14 cwt.

TWIN STEER 5 tons 9 cwt.

TRANSPORT and storage contractor, Eastern Area, 773-322. 10 years experience, for hire, for sale, business and good will, including 11 special A licences, one B, several A contracts; approximate turnover £36,000 p.a. Box CM7114, care of "The Commercial Motor," 773-6483

Special A-licence Vehicles (contd.)

PETERBOROUGH ENGINEERING CO.

1949 MAUDSLAY Mustang 5-ton, Eastern, £2,050.
 1946 A.E.C. Monarch 20-ft. drop-side, 4-ton 6-cwt.,
 Eastern, £1,650.
 1954 3 DODGE 3-ton, Eastern, choice of two, £1,700.
 1950 BEDFORD S-type, R6 engine, 3-ton, Eastern,
 £1,450.
 1950 EAGLE 25-ft. lorry trailer, Metropolitan,
 £1,050.
 1950 SCAMMELL 8-ton trailer, Eastern, £850.

44 EYE ROAD,

PETERBOROUGH.

Phone 6161.

773-388

WILDFE CONDON, LTD., Stoke-on-Trent. Two
 FODEN 8-wheelers, 1950 and 1952 North West
 special A. Commer TS3, 1956. North West special A.
 Phone, Stoke-on-Trent 23434.

NEWPORT MOTOR SERVICES, East Usk Rd.,
 Newport, Mon. Phone 59441-2.

SEDDON distributors for Monmouthshire.

VARIOUS special As from 3 tons to 8 tons with
 vehicles. 773-124

LIMITED company with Bedford 5-ton 1954 and Morris
 5-ton 1954, both 3 tons unladen weight and in
 excellent condition and on ordinary A licence basis near
 Birmingham, price £2,250. Box CM7112, care of "The
 Commercial Motor."

1954 B.M.C. long-wheelbase drop-side.

1954 BEDFORD, P6, long-wheelbase drop-side.

1950 A.E.C. 7.7 engine, 8-10-ton long-wheelbase
 drop-side.

1950 MAUDSLAY, A.E.C. 7.7 engine, 8-10-ton
 long-wheelbase drop-side.

ALL above with West Midland special A licences.

1957 GEO. H. KENDRICK, Carters Green, West Bromwich.
 Phone, Wcs 0778.

1957 AUGUST, COMMER TS3 Diesel 7-ton 18-ft.
 3-in. drop-sided lorry, fitted overdrive to rear
 box and air brakes, together with special A licence East
 Midland area. Oliver's Transport, Knight Thorpe Rd.,
 Loughborough. Phone 3565. 773-8446

WOODCOCK'S TRANSPORT (CHORLEY), LTD.
 OFFER THE FOLLOWING VEHICLES WITH
 SPECIAL A L ICENCES.

1949 ALBION 6-wheel, £2,650.

1947 ATKINSON 6-wheel, £2,750.

1953 ATKINSON 8-wheel, £3,850.

1955 ATKINSON 8-wheel, £4,850.

1951 BEDFORD 4-wheel, £950.

1953 DODGE 4-wheel, £1,400.

1957 B.M.C. articulated, £3,100.

ALL above complete with Special A licences, N.W.
 and South Wales.

WANTED. Vans, approximately 800 cu. ft.

158 CROSS LANE, SALFORD, 5.

Phone, Pen 5331.

773-459

TWO special A licences, 5 tons 10 cwt. each, N.W.
 Area, with vehicles. 773-251

RUSH GREEN MOTORS, Langley, Hitchin, Herts.
 Stevenage 175.

SPECIAL A licence vehicles, Eastern Area, one E.R.F.
 8-wheel, 1955, one E.R.F. 1954, 4 tons 8 cwt.; one
 A.E.C. 1949, 5 tons 1 cwt. Phone, Spalding 3395-6.

773-229

VULCAN long-wheelbase flat, 3 tons special A licence,
 N.W. Area. Box CM7318, care of "The Commercial
 Motor."

773-8437

Special A-licence Vehicles Wanted

WANTED, special A licence, West Midland area,
 articulated vehicle, any weight. Morris Transport,
 Ltd., Church Rd., Boldmere, Sutton Coldfield. Phone,
 Erdington 4131.

WANTED, special A licences East Midlands traffic area.
 Hamblins Garage, 7 Rectory Rd., Rushden. Phone
 3211.

773-65

N.W. Area. Three special As, 3-ton with or without
 Luton vans. Lowe's, 52 Boughton, Chester.
 773-8428

WANTED to purchase, special A licences and vehicles,
 any weight, in any part of the country.

WANTED, articulated vehicles with special A licences;
 will pay very good prices.

WILDE AND BENNETT, LTD.

HADFIELD, MANCHESTER.

Phone, Glosop 2902-3.

AFTER HOURS 356.

773-210

WANTED, special A licence, any weight. Western or
 South Eastern and Metropolitan Areas. Immediate
 cash settlement. Box CM5310, care of "The Commercial
 Motor."

Special A-licence Vehicles (contd.)

WANTED, special A 2 tons 10 cwt., approx. Metropolitan
 Motor. 773-379

WANTED, trailer with special A licence, Metropolitan
 Area.

WANTED, vehicle 3 tons 10 cwt. unladen weight with
 special A licence. Metropolitan Area.

BEECH'S GARAGE (SHANLEY), LTD., Hope St.,
 Hanley, Stoke-on-Trent. S.-on-T. 25249 and 25240.

773-398

URGENT. Metropolitan A licence. Percy D. Sleeman,
 38 Uxbridge Rd., Ealing. W.5 Ealing 7987.

773-469

NEW GOODS VEHICLES

ALBION

ALBION AND LEYLAND

NEW COMMERCIAL AND PASSENGER VEHICLES

AVAILABLE FOR EARLY DELIVERY.

ATTRACTIVE TERMS AND EXCHANGES.

WE WELCOME YOUR INQUIRIES, WHICH WILL
 RECEIVE OUR PROMPT ATTENTION.

COMPREHENSIVE SPARES AND SERVICE
 FACILITIES.

LONG-DISTANCE OPERATORS SPECIALLY
 CATERED FOR.

MILLBURN MOTORS, LTD.

GLASGOW. CARLISLE. PRESTON.

Phone Bell 0073-6. Carlisle 25422. Longton 3255.

773-601

SPARSHATTS.

EARL DELIVERIES OF THE

NEW

5-TON CLAYMORE

AND

7-TON CHIEFTAIN.

PART-EXCHANGES AND DEFERRED TERMS.

TRADE INQUIRIES INVITED.

Authorized Sales and Service Depots and Agents for
 the County of Sussex.

SPARSHATTS.

BOGNOR BRIDGE, CHICHESTER.

Phone, Chichester 4154.

SPARSHATTS.

BELLENDEN ROAD, PECKHAM, S.E.15.

Phone, New Cross 2939.

773-705

AUSTIN

THE CAR MART, LTD.

AUSTIN COMMERCIALS.

WELSH HARP, EDGWARE ROAD, N.W.9.

HENDON 6500.

And at Easton 1212; Streatham 0054; Ealing 6600;
 Hither Green 6111.

773-738

J. GIBBS, LTD.

AUSTIN DISTRIBUTORS

AND

MAIN PARTS STOCKISTS.

ENGINEERS AND BODYBUILDERS.

Comprehensive range of Austin Commercial vehicles in
 stock.

LONGBRIDGE HOUSE,

BEDFORD, FELTHAM, MIDDLESEX.

Feltham 6644 (five lines).

773-879

PRYNN AND STEVENS, LTD.

AUSTIN DISTRIBUTORS.

PICK-UPS, VANS, TRUCKS, TIPPERS, CANTERBUSES AND
 PASSENGER VEHICLES WITH PETROL AND DIESEL ENGINES

REPAIRS AND SERVICE TO B.M.C. EXCLUSIVELY

THE SOUTH LONDON AUSTIN DEPOT,

57 ACRE LANE, S.W.2.

Brixton 1155.

773-642

F. J. KEEN AND SON, LTD.

AUSTIN DEALERS AND COACHBUILDERS.

EARLY delivery of all models. A35 vans from stock.

QUEEN'S CIRCUS,

BATTERSEA, S.W.8.

Macaulay 3373.

773-268

August 22, 1958—THE COMMERCIAL MOTOR 63

(Supplement)

New Goods Vehicles (contd.)

C. G. NORMAN (COMMERCIAL), LTD.

Official AUSTIN Commercial Vehicle Distributors.

SPECIFICATIONS FOR ALL TYPES OF BODIES

SUBMITTED.

50 VAUXHALL BRIDGE ROAD.

LONDON, S.W.1.

Victoria 2211.

773-0862

KENTON CENTRAL GARAGE, LTD.

AUSTIN COMMERCIAL VEHICLES.

INCLUDING THE LITTLEWOOD

15 SEATER CONVERSION ON

152 VAN. 773-635.

Write for details.

381 KENTON ROAD.

KENTON, MIDDLESEX.

WORDSWORTH 0251.

773-6494

WEYBRIDGE AUTOMOBILES DISTRIBUTORS,

LTD.

QUEEN'S ROAD, WEYBRIDGE.

Weybridge 2233.

NEW, immediate delivery of AUSTIN 5-ton normal-

control drop-side truck, fitted Diesel engine Series 3.

NEW AUSTIN 301 normal-control drop-side truck, fitted
 2,199 c.c. petrol engine.

NEW AUSTIN 3-ton forward-control drop-side truck,
 fitted with 3,993 c.c. petrol engine.

NEW AUSTIN 1-ton LD1 boxvan, fitted with 2.2-litre
 Diesel engine.

773-493

BEDFORD

ASK your agents for details of the new Boys third axle

773-787

HAMILTON MOTORS (LONDON), LTD.

466-490 EDGWARE ROAD.

LONDON, W.2.

FAVOURABLE delivery can now be quoted on many
 models of BEDFORDS, including—

NEW BEDFORD 5-ton long-wheelbase, petrol.

NEW BEDFORD 7-ton long-wheelbase, petrol.

NEW BEDFORD 5-ton short-wheelbase tipper.

NEW BEDFORD 30-cwt. van.

NEW BEDFORD 10-12-cwt. gown van.

NEW BEDFORD 7-ton long-wheelbase truck, Diesel.

WE welcome your inquiries which will receive our
 immediate and individual attention.

HAMILTON MOTORS (LONDON), LTD.

466-490 EDGWARE ROAD.

LONDON, W.2.

Phone, Paddington 0022 (12 lines).

773-624

PARSONS AND PARSONS (GARAGES), LTD.

MAIN BEDFORD DEALERS.

NEW AND "QUALITY TESTED" USED
 BEDFORDS.

BEDFORD 10-ton tractor unit, Leyland 2-speed axle,
 1.50 by 20 10-ply tyres, 3-piece wheels, 11,990 lbs.

BEDFORD 6-ton long-wheelbase chassis-cab, 300-in.
 long, front bumper, 3-piece wheels.

BEDFORD 7-ton long-wheelbase chassis-cab, Leyland
 2-speed, 3-piece wheels, 900 by 20 12-ply tyres

£1,951 9s. 7d.

SALES STAFF ON DUTY SATURDAYS AND
 SUNDAYS.

IMMEDIATE INSURANCE AND HIRE-PURCHASE
 FACILITIES.

PART-EXCHANGE AND PROMPT AFTER-SALES SERVICE.

HARLOW, ESSEX.

Phone, Potter Street 121-2-3.

773-323

K.J. MOTORS, LTD.

BEDFORD OFFICIAL MAIN DEALERS.

NEW BEDFORD. Immediate delivery

WIDMORE RD., Bromley, Kent. Ravensbourne 3476

773-376

A47

New Goods Vehicles (contd.)

COMPREHENSIVE RANGE OF MODELS

AVAILABLE.

FROM 10 CWT. TO 10 TONS.

CONSULT

ARLINGTON MOTOR CO., LTD.

MAIN DEALERS—

HIGH ROAD, PONDERS END, MIDDX.
Phone, Howard 1266.

CORNARD ROAD, SUDSBURY, SUFFOLK.
Phone, Sudbury 2301.

RETAIL DEALERS—
DUMBALLS ROAD, CARDIFF, GLAMORGAN.
Phone, Cardiff 30641.

THE LEADING COMMERCIAL AND PASSENGER VEHICLE SPECIALISTS.

INQUIRIES WELCOMED.

BODYBUILDERS.

PROMPT ATTENTION.

ARLINGTON MOTOR CO., LTD.

HIGH ROAD, PONDERS END, MIDDX.

Phone, Howard 1266. 773-333

SHAW AND KILBURN, LTD.
OFFER IMMEDIATE DELIVERY—

BEDFORD 35-cwt. boxvan, latest Diesel engine.

BEDFORD 15-cwt. Luton van, in primer.

BEDFORD 6-ton Diesel tipper.

BEDFORD 6-ton Diesel truck.

BEDFORD 6-ton petrol tipper.

BEDFORD 10-cwt. van, mint grey.

HIRE-PURCHASE, part-exchanges.

WESTERN AVENUE, W.3. Aco 4641. 4-6 Berkeley Square, W.1. Gro 4328. 773-58

CROYDON AUTOMOBILE CO., LTD., BEDFORD
main dealers; 50,000 sq. ft. devoted exclusively to
new-used Bedford sales-service. Phone, Thornton Heath 3686. 772-721

B.M.C.

HAVE you seen the B.M.C./Boys 10-ton 6-wheeler?
Ask your agent for details. 772-788

EST. GREENWICH GARAGE, LTD., Trafalgar Rd.,
S.E.10. Gro 4776. Early delivery all models,
including the new 7-ton. 773-360

COMMER

BOYS third axles are available for COMMER 7-ton
trucks. Ask your agent. 772-789

REGAL GARAGE (OLD KENT ROAD), LTD.
ROOTES GROUP AREA DEALERS,
SALES, SERVICE, SPARES.

Immediate or early delivery on all COMMERS from
8 cwt. to 10 tons, with petrol or Diesel engines.
The largest stockists of Rootes Group spares in South
London.

814 OLD KENT ROAD, S.E.15.
NEW CROSS 4966. 772-674

EXPAND WITH COMMERS

AND

SAVE MONEY

BY DEALING WITH

HAMBLIN'S GARAGE,

THE LEADING COMMER PEOPLE.
IMMEDIATE DELIVERY.

NEW COMMER

7-TON TS3 MEDIUM-WHEELBASE TIPPER.
THE IDEAL TIPPER FOR EVERY JOB.

Extension sides for coal and coke, etc., optional extra.
Amazing engine life. Approximately 20 m.p.g.

NEW COMMER

7-TON SHORT-WHEELBASE STANDARD TIPPER.
TOP ALLOWANCE FOR YOUR OLD VEHICLE.
EASY HIRE AND RENTAL SCHEME AVAILABLE
IF REQUIRED.

HAMBLIN'S GARAGE,

RECTORY ROAD,

RUSHDEN 3211.

New Goods Vehicles (contd.)

NEW express delivery vans, 8 cwt., immediate delivery.
New choice of 2-tone colours.

NEW Cob, immediate delivery, antelope, red interior.
Maid's Vale 4801. 773-313

MORTON'S GARAGE, LTD., 81 Binley Rd.,

Sales, service, spares, parts.

OFFER immediate, or early delivery on all Commer

Or Karrier models, from 8 cwt. to 12 tons, petrol or

Diesel.

PART-EXCHANGES, credit facilities, good selection of

Used vehicles in stock. 773-414

DODGE

BOYS third axle for the new DODGE 3144 by 3145.
Tipper and flat. Ask your agent. 772-999

COTTEE AND EDWARDS (1939), LTD., Castle
Boulevard, Nottingham. Phone 52213. Distributors
for Nottinghamshire. Full range of spares available.
Service and Sales. 772-380

L. A. MITCHELL (MOTORS), LTD.

DODGE DISTRIBUTORS.

PERKINS SIGNHOLDERS.

EARLY delivery of all petrol and Diesel models, from
2-12 tons.

EXCELLENT service, £20,000 spares in stock.

Part-exchanges, hire-purchase.

If it's DODGE—Mitchell's your man!

1 BALHAM HIGH RD., S.W.12. Phone, Bel 2234
773-109

LAWLER MOTORS, LTD.

OFFICIAL AGENTS.

NEW VEHICLES, REPAIRS, SPARES,
BODYBUILDING, PAINTING.

FFINCH STREET,

DEPTFORD, S.E.8.

Phone, Tideway 4441-2-3. 773-838

GO FORWARD WITH DODGE.

EARLY delivery all models. East Greenwich Garage,
E. Ltd., Trafalgar Rd., S.E.10. Gro 4776. 773-361

NEW DODGE long-wheelbase and short-wheelbase
trucks, petrol or Diesel, normal or forward control.
For early delivery.

CODMBS COMMERCIAL (GUILDFORD), LTD.,
Portsmouth Rd., Guildford, Surrey. Phone, Guildford
62907. 773-174

E.R.F.

NEW vehicles, ex-stock.

4.4 (G), fitted 20-ft. wood drop-side body.

6.8 (G), 8-wheeled chassis-cab.

SELLERS AND BATTY (SALES), LTD., Fenchurch

Street, Peterborough (0722) 4048. Distribution for Northants,
Hants, Cambs and Suffolks. Early delivery all models.

Part-exchanges and terms; spares and service. 772-623

FODEN

COTTEE AND EDWARDS (1939), LTD., Castle
Boulevard, Nottingham. Phone 52213. Distributors
for Nottinghamshire. Full range of spares available.
Service and sales. 772-879

FORD THAMES

NOW available, the Boys third axle for the Thames
Trader, all models, tipper and flats. Ask your agent.
772-1000

F. H. PEACOCK, LTD.

MAIN FORD DEALERS

AND COACHBUILDERS.

EARLY DELIVERY OF ALL VEHICLES

SALES, SERVICE AND INSURANCE.

219-221 BALHAM HIGH ROAD, S.W.17.

Balham 1271 (10 lines). 772-962

HUBERT DEES, LTD.

FORD MAIN DEALERS.

15-19 BRIGHTON ROAD, CROYDON.

Cro 6011.

IMMEDIATE or early delivery of the complete range of
Thames, petrol or Diesel commercial vehicles.

DEMONSTRATIONS and part-exchanges arranged.

Consult us about your requirements for special bodies.
772-866

W. J. BROWN for the new Thames Trader. 773-353

New Goods Vehicles (contd.)

ADLARDS MOTORS, LTD.

MAIN FORD DEALERS.

Brixton 6431 (six lines).

43-45 ACRE LANE, BRIXTON, S.W.2.

Offer immediate or early delivery of the magnificent

NEW THAMES TRADER VEHICLES.

Powered with the 4- or 6-cylinder Diesel and petrol

engines.

WRITE, PHONE OR CALL FOR PARTICULARS.

772-706

FOR YOUR COMMERCIAL VEHICLE
REQUIREMENTS.

DAGENHAM MOTORS, LTD.

COMMERCIAL VEHICLES SALES.

ALPERTON—PER 3388.

CATFORD—HIT 6161.

WOOLWICH—WOO 7771.

NORWOOD—GYP 7671.

BAYSWATER—PAR 1211.

WEST END—HYD 4070.

ELTHAM—ELT 0131.

772-6015

W. H. HAROLD PERRY, LTD.

MAIN FORD DEALERS.

FINCHLEY.

OFFER immediate delivery of all new Thames commercial
vehicles.

3-TON S.F.C. Thames 157-in.-wheelbase 4-cylinder

4-TON Trader 138-in.-wheelbase 4-cylinder Diesel truck.

5-TON Trader 108-in.-wheelbase, with Invicta 5-cu.-yd.

7-TON Trader tipper, drop-side body with Anthony gear.

7-TON Trader 150-in.-wheelbase 6-cylinder Diesel double

drop-sided truck.

SELLERS in all types of bodywork.

H.P. Facilities available.

279 BALLARDS LANE, North Finchley.

HILLSIDE 8888. 773-114

FRANK G. GATES, LTD.

MAIN FORD DEALERS.

GATES CORNER, E.18.

Wan 6633.

THE full range of Thames and Trader commercials,
always available. Quotations and demonstrations of
standard FORD vehicles and special application willingly
given on request. Specialized service given at our "Com-
mercials only" depot, Chigwell Rd., Woodford. 773-347

K. AND B. MOTORS, distributors for GUY vehicles in
North-eastern England; early delivery on most models
of Guy 4-, 6- and 8-wheelers. Part-exchange welcome.
Fuel pumps and injector service for all makes.

K. AND B. MOTORS, Benwell Lane, Newcastle. Phone
33616 and 34096. 772-720

GUY

K. AND B. MOTORS, distributors for GUY vehicles in
North-eastern England; early delivery on most models
of Guy 4-, 6- and 8-wheelers. Part-exchange welcome.
Fuel pumps and injector service for all makes.

K. AND B. MOTORS, Benwell Lane, Newcastle. Phone
33616 and 34096. 772-720

DISTRIBUTORS FOR GUY MOTORS.

L. COOMBE MOTORS, LTD.

520 LONDON ROAD,

MITCHAM.

Phone, Mitcham 1657-8-9.

GUY WARRIOR 8-TONNERS AVAILABLE FOR
IMMEDIATE DELIVERY. 773-711

NORTH CHESHIRE MOTORS, LTD., Woolston.
Phone, Warrington 3277. Service, spares and sales.
772-902

JEEP

1958 WILLYS JEEP direct from U.S.A. available in
the U.K.; larger, more comfortable, powerful. Sup-
plied to order. Sole appointed British Concessionaires,
Steele Griffiths, Ltd., London, S.E.5. Rodney 2201-6.
772-605

LAND ROVER

NEW models from stock. Highest part-exchange
allowance. Searle, Ltd., Thames St., Sunbury 3014.
773-400

NEW LAND ROVER Series II, 88-in. wheelbase, petrol,
fairly early delivery. 6640 ex works.

NEW LAND ROVER Series II, 88-in. wheelbase, Diesel,
fairly early delivery. 6640 ex works.

NEW LAND ROVER Series II, 109-in. wheelbase,
petrol, fairly early delivery. 6730 ex works.

NEW LAND ROVER Series II, 109-in. wheelbase,
Diesel, fairly early delivery. 6830 ex works.

COOMBS COMMERCIAL (GUILDFORD), LTD.,
Portsmouth Rd., Guildford, Surrey. Phone, Guildford
62907. 773-175

New Goods Vehicles (contd.)

LEYLAND

BOYS third axle for all Comets and Beavers. Ask your agent. 773-739

J. H. S'PARSHATT AND SONS (SOUTHAMPTON), LTD.

THE CAUSEWAY,
REDBRIDGE,
SOUTHAMPTON.
Phone, Totton 2258.

773-923

ARLINGTON MOTOR CO., LTD.

WE quote you for your new LEYLAND; choice of new Leyland models are available from stock. Part-exchange gladly considered. Please let us know your requirements.

HIGH ROAD, PONDERS END, ENFIELD, MIDDX.
Phone, Howard 1266.

ALSO AT
25-27 VAUXHALL BRIDGE ROAD, S.W.1.
Victoria 6033.

CORNARD ROAD, SUDBURY, SUFFOLK.
Phone, Sudbury 2301.

DUMBALLS ROAD, CARDIFF.
Phone 30641. 773-332

MORRIS

WRAY PARK GARAGES. Immediate delivery JB and J2 vans; choice of several used vehicles. Regent 2263.

DELIVERY from stock new MORRIS-COMMERCIAL 5-ton forward-control Diesel long-wheelbase chassis-cab. Lyne, Frank and Wagstaff, Ltd. Mou 4401. 773-404

PASSENGER VEHICLES FOR SALE AND WANTED

USED PASSENGER VEHICLES

A.E.C.

1950 September, A.E.C. Regal Mark III, crash box, 35-seater Harrington coach body in very good condition, very low mileage, certificate of fitness expires 28.2.60. Guy Avenger, 35-seater service van in good condition. A.E.C. 7.7. 35-seater body, sound machine. Offers to Joseph James and Sons, Ystradgynlais, Swansea. Phone, Giantaw 2137. 774-216

1952 A.E.C. Mk. IV 39-seater Burlingham, certificate of fitness 1953, excellent condition, £2,000. Yeomans Tours, Hereford. 774-6532

1946 A.E.C. 7.7 engine, 33-seater Watson body, suitable for workers. Apply Granville Tours, Granville St., Grimsby. Phone 55031. 774-422

FOUR A.E.C. buses, 38-seater, 7.7-litre engine, crash gearbox, sound condition, offers. View Manchester, Box CM735, care of "The Commercial Motor." 773-416

AUSTIN

1949 AUSTIN coach, repainted cream and blue, full luxury 29 seats, in blue moquette, price £175. CHARLES COPPOCK, LTD., The Garage, Elm Grove, Cross St., Sale, Cheshire. Phone, Sale 5633. 773-429

BEDFORD

BEDFORD Vista Duple 29-seater coach, fitted with special high-back seating, complete with certificate of fitness until 1961, one owner, in first-class condition throughout, any demonstration, £650.

KEITH AND BOYLE

80 CLAPHAM ROAD, S.W.9.
Phone, Rel 4211. 773-688

1945 BEDFORD Mark II Mulliner 28-seater, sound vehicle, certified, taxed to end of year, £200 or near offer. Fluck's Coaches, Stow-on-the-Wold, Gloucestershire. Phone, Stow 6088.

1948 July, BEDFORD 29-seater Duple Vista, in immaculate condition, reconditioned engine, all good tyres, body in blue and gold Portland grey and red, certificate of fitness 31.5.61. £450. HIRE-PURCHASE terms and exchanges. Johnsons H. Motors, Washbrook Rd., Rushden, Northants. Phone, Rushden 3221-2. 773-72

1956 BEDFORD Duple 41-seater coaches, certificates of fitness to June, 1961; these vehicles are indistinguishable from new, only used during summer season.

FURTHER particulars and prices on application. Box CM617, care of "The Commercial Motor." 773-90

THREE 1951-1952 BEDFORD Duple 33-seater coaches, certificates of fitness to 1961, immaculate condition.

ONE 1954 BEDFORD 38-seater coach, in first-class condition.

FURTHER particulars and prices on application. Box CM616, care of "The Commercial Motor." 773-89

Used Passenger Vehicles (contd.)

DICKSON'S TOURS

1955 BEDFORD, 36-seater Duple, quarter lights, Perspex rear light, radio and microphone, heaters, over £350 extras, used on extended tours, certificate of fitness 1960.

1954 BEDFORD, 34-seater Plaxton, with special 4500 seats, details as above. Continental step, over £550 extras, certificate of fitness 1964.

1951 BEDFORD, 34-seater Plaxton, details as above, had been open on last season, including returns and test-tours from certificate of fitness 1961. THE above have been used on our extended tours and are all in excellent condition.

45 REFORM STREET,

DUNDEE.

Phone 3007. 776-6527

FULL-FRONT BEDFORD 30-seaters, certificates of fitness 1959 to 1962, from £525. Boughtons, 15 Odessa Rd., E.7. Mar 1888. 773-12

1954 BEDFORD Super Vega 38-seater Duple, £2,000.

1954 BEDFORD Super Vega Duple, 36-seater, £2,000.

ALL interior trimmed with red-pattered moquette and all carrying certificate of fitness.

JOHN O' ANDREW LTD., 319 St. Phillips Rd., Sheffield. Phone 21145. 773-165

BEDFORD Vista, 1959, regularly maintained, good tyres, economical vehicle, certificate of fitness May 1959.

1954 Shock, 131 Hemdean Rd., Caversham, Reading. 773-324

BEDFORD Vega, 1952, new engine, certified 1961, perfect, £1,475. Whitley Motors, Coventry. 774-441

V. COLEMAN,

166 MAIN ROAD,

SUNRIDGE KENT.

Braised 192.

1958-76 BEDFORD Super Vegas, 41-seater Duple and 38-seater, choice of three.

1952 BEDFORD Vega, 33-seater Duple, courier seat, excellent tyres, colours cream and red, certificate of fitness 1962.

1951 BEDFORD Vista, 29-seater Duple, one owner, choice of two, certificate of fitness 1962.

1950 BEDFORD Vista, 29-seater Duple, choice of two, certificate of fitness 1960.

1948 BEDFORD Vista, 29-seater Duple, choice of two, certificate of fitness 1961. 773-421

1950 BEDFORD Duple Vista, 39-seater fitted high-duty engine, recently resurfaced red roof dome and reliefs with cream panels, interior grey-red, with roof quarter and dome retrimmed, radio, heater, certificate of fitness February, 1963, extremely clean, £750.

1954 Bedford Duple Super Vega 36-seater, exterior second-hand, red and cream, interior grey-red, moquette, heater, radio, very attractive coach, £2,150.

Alf T. Moseley, T/A Oliver's Luxicoaches, Knightshorpe Rd., Loughborough. Phone 3563. 773-4466

August 22, 1958—THE COMMERCIAL MOTOR 67
(Supplement)

New Goods Vehicles (contd.)

SEDDON

THE SEDDON Mk. 14 with Boys third axle gives you 12-ton payload and 24-ft. body. Ask your agent. 773-794

HALLS (FINCHLEY), LTD.

886-902 HIGH ROAD,

NORTH FINCHLEY, N.12.

THE SEDDON distributors for London and Home Counties. Full range of new SEDDONS, including load carriers and tractor units with Perkins engines for payloads 1-12 tons. Also lorries, Gardeons, envoys for gross weight operations up to 24 tons. Hire-purchase, part-exchange. Write or phone for brochure of full range to—

HALLS (FINCHLEY), LTD. Phone, Hillside 1044-9. 773-836

COTTEE AND EDWARDS (1939), LTD., Castle Boulevard, Nottingham. Phone 52213. Distributors for Nottinghamshire. Full range of spares. Service and sales. 773-881

WEYBRIDGE AUTOMOBILES, LTD.

QUEEN'S ROAD, WEYBRIDGE,

Weybridge 2233.

IMMEDIATE delivery new 7-ton Mk. XV SEDDON, 17-ft. flat platform truck, fitted a Perkins P6 engine, price £2,159 15s. 773-291

BRENTWOOD ENGINEERING CO., LTD., Essex. Distributors, Brook St., Brentwood, Essex. Phone 3320. 773-1024

SENTINEL

NORTH CHESHIRE MOTORS, LTD., Woolston. Phone, Warrington 3277. Service, spares and sales. 773-903

UNCLASSIFIED

THE new Boys third axle is available for all makes. Ask your agent or apply to Henry Boys and Sons, Ltd., Oxford St., Walsall. Phone, Walsall 2181. 773-794

STEELE GRIFFITHS AND CO., LTD., 295 Camberwell New Rd., S.E.5. Phone, Rodney 2201-6. All makes of commercial vehicles supplied. 773-606

COX'S MOTORS (HILL TOP), LTD.

FOR NEW

LEYLAND.

MORRIS-COMMERCIAL.

ALBION

B.M.C.

All types of bodies built to your requirements.

Part-exchange and terms arranged.

COX'S MOTORS (HILL TOP), LTD.

127 HILL TOP, WEST BROMWICH.

Phone, Wednesday 0470 and 1047. 773-131

SAYERS GARAGES. Distributors for Guy, Commer and Seddon. Brough, Westmorland. Brough 203. 773-201

Used Passenger Vehicles (contd.)

Bedford Wanted

WANTED. 1957-58, 38-41, £3,000 offered; what offers, petrol or Comet. Box CM7213, care of "The Commercial Motor." 773-2228

COMMER

1950 COMMER Avenger, 33-seater luxury Plaxton body with courier's seat, certificate of fitness to July, 1959, body, engine and chassis in good condition.

1955 COMMER TS3, 37-seater luxury Burlingham body with courier's seat, certificate of fitness to October, 1959, engine recently overhauled, a classic luxury coach.

THE above can be viewed by appointment.

ALLENWAYS, LTD., 580 Mosley Rd., Birmingham, 12. Phone, Calthorpe 3191-2. 773-119

ONE COMMER 1956 41-seater coach with Duple luxury body, certificate of fitness to 1961, condition as new and perfect throughout.

FURTHER particulars and prices on application. Box CM615, care of "The Commercial Motor." 773-88

1950 AVENGER 34, Churchill, immaculate condition throughout, certificate of fitness May 1960. 773-1877

COMMER KARRIER coach, 14-seater, first registered 1953, in apostles condition, heater, luxury seating, only used on excursions and tours, any trial, price £1,200.

WOODSTONES GARAGE, Kidderminster. Phone, Kidderminster 3073. 773-3

1958 COMMER Diesel 41-seater Duple coaches, six only. See under New Commer advertisement. Don Eversall, Ltd., Wolverhampton. 773-16

COMMER TS3 July, 1956 41-seater coach, best offer. Apply, phone Redditch 424. 773-6519

COMMER Avenger, Plaxton, 1949, certificate of fitness November, 1959, excellent condition, blue interior, well maintained, ivory and red, £625. Jopling, Birtley 118. 773-8443

CROSSLEY

1952 CROSSLEY, down draught engine, 37-seater full-front Strachan body, radio and heater, certificate of fitness 1962, £1,000 or part-exchange. Box 29. 773-219

1949 July, CROSSLEY, Yeates 35-seater full luxury coach, heater, etc., in immaculate condition, seats red floral moquette, colours Portland grey and red, all good tyres and batteries, etc., certificate of fitness 23.6.59. £350.

HIRE-PURCHASE terms and exchanges. Johnsons H. Motors, Washbrook Rd., Rushden, Northants. Phone, Rushden 3221-2. 773-73

1949 CROSSLEY, 33-seater Duple body, down draught engine, luxury, sliding roof, high-back seats, heaters, certificate of fitness 1962, choice of two, £400 each.

F. MANNING AND SONS, LTD., 39 and 43 Cardiff Rd., F. S., Aberdare. 773-449

A49

Used Passenger Vehicles (contd.)

DAIMLER

FIVE double-decker buses, 1943-45, DAIMLERS, with 7.7 A.E.C. engines, certificates of fitness 1960, in very good condition, £250 each. K. K. MATHER, New Southgate Arterial Rd., Hornchurch, Hornchurch 776. 773-233

DENNIS

1950 DENNIS Lance 35-seater, Yeates body, certificate of fitness 1960, £500. Box CM696, care of "The Commercial Motor." 773-412

KARRIER

KARRIER Wanted

KARRIER 14-seater coach, full luxury, price £700 max. Box CM731, care of "The Commercial Motor." 773-6541

LEYLAND

1950 Comet, Strachan 33, red-maroon, excellent engine and body, radio, heater. Thornton Heath 6422. 773-117

LEYLAND PS1, 1947, certificate of fitness 1961, taxed; offers. Stepney Green 2904. 773-307

MAUDSLAY

DECEMBER, 1946, A.E.C., 7.7 rebuilt engine, fair tyres, good condition, no certificate of fitness but easily reconditioned, good batteries. Terms arranged; low deposit; offers. Must be sold, room required. Lock, Eastington, Stonehouse, Glos. Stonehouse 435. 773-4486

TILLING-STEVENS

38-SEATER TILLINGS coach, 1951, requires engine repairs, bargain price, £275. 200 Salisbury Rd., Totton 2327. 773-8385

UNCLASSIFIED

E. J. BAKER AND CO. (DORKING), LTD.
THE COACH SPECIALISTS OF THE SOUTH.
COACH SHOWROOMS AND SERVICE STATION,
TRADING ESTATE, FARNHAM, SURREY.

Phone, 8 a.m. to 6 p.m., Farnham 4626-7.
After 6 p.m., Farnham 4481.

INSPECT OUR STOCK OF

GOOD CLEAN VEHICLES

AT SPECIAL MID-SEASON PRICES.

1954 BEDFORD Vega, radio, microphone, Formica sides, heaters, autumn tint interior, cream and blue exterior, £2,375.

1953 BEDFORD SB Yeates Riviera, 35-seater, every extra fitted, retrimmed red interior, amber lift-up vents, green roof, quarter, reconditioned engine, six new tyres, certificate of fitness March, 1963, immaculate, £2,250.

1953 BEDFORD SB fitted 35-seater Yeates body, £1,650, red interior, radio, certificate of fitness 1962, £1,650.

1953 BEDFORD Vega 39-seater, Double body, 1953, autumn tint interior, fitted two heaters, certificate of fitness 1953, £1,850.

1952 BEDFORD SB Yeates 35-seater, full-front, 2-speed, gale, maroon interior, certificate of fitness February, 1961, £875.

1951 CROSSLEY down-draught reconditioned engine, 7.7-seater, Burlington, full-front, red interior, heater, certificate of fitness 1961, £1,500.

1950 ALBION Victor Diesel, 33-seater, full-front, 1950, luxury body, autumn tint interior, one owner, £875.

1950 COMMER Avengers, 35-seater luxury bodies, choice of two, blue interiors, from £750.

1949 AUSTIN 29-31-seater luxury coaches, choice of three from £150.

1948 7-6 BEDFORD Vista, all with certificates of fitness 1960-61, £250.

1948 BEDFORD Plaxton 30-seater, built-in headrests, really above average for year, certificate of fitness 1961, £375.

1938 LEYLAND E102 engine, 33-seater Duplex body, Dunlopillo seating, heater, certificate of fitness May, 1960, £130.

SPECIAL offer, January, 1948. BEDFORD 29-seater Vista, Dunlopillo seating, body rough, first offer over £75.

HIGH-BACK conversions, trimming, painting, accident repairs and cleaning speedily executed.

ALWAYS a good selection of coaches suitable for workers and travelling shops. We invite your inquiries.

COMBERHILL GARAGES, LTD.
INGS ROAD, WAKEFIELD.

TRANSPORT VEHICLE SPECIALISTS.

NEW 1958 ATKINSON L644 lightweight (Gardner 4LW) 37-seater Plaxton Highway omnibus.

1954 BEDFORD (36 h.p. petrol) 36-seater Burlingham Seagull, heater, radio, cream-black.

1951 ALBION Victor Diesel, FT3 31-seater Cawood full-front, choice of two, cream-blue, £750.

1950 ALBION CX9 (Diesel) 35-seater Cawood, cream, blue, choice two, £425.

1948 LEYLAND PS1 (7.4 Diesel) 33-seater Burlingham, grey-blue, certified 1951, £650.

1948 DENNIS Lance 35-seater, Diesel, 35-seater

1946 45 DAIMLER CVDA (A.E.C.) 7.7 Diesel 36-seater Mawsey double-decker, choice three.

HIRE-PURCHASE FACILITIES.

COMBERHILL GARAGES, LTD.

Phone, Wakefield 6051-5.

773-395

A50

Used Passenger Vehicles (contd.)

S.M.T.

177-205 FINNIESTON STREET,
GLASGOW, C.3.

Phone, Douglas 2940. Phone, Douglas 2940.

FOR THE FINEST SELECTION OF

NEW AND USED COACHES

IN THE COUNTRY.

IMMEDIATE DELIVERY NEW BEDFORD PETROL-ENGINESED PASSENGER CHASSIS WITH 41-SEATER COACH BODIES BY DUPLE.

A wonderful selection of ALBION Duplex full-front luxury coaches, 1953 and 1953 models. All vehicles are fitted with Albion 4-cylinder Diesel engine and 1953 model, heater, certificates of fitness 1960 and 1964 respectively. Call now for benefit of selection. These vehicles are offered at particularly attractive prices in relation to cost.

1953 BEDFORD Duplex 36-seater coach, exterior red and cream, seating blue-patterned moquette, certificate of fitness 1963, excellent tyres, absolutely tip-top machine.

1951 COMMER Avenger 33-seater coach, exterior grey, seating blue-patterned moquette, certificate of fitness 1963, excellent tyres.

1951 BEDFORD Plaxton 33-seater coach, exterior in cream and red, seating trimmed in dark blue moquette, on-standing condition.

1951 TILLING-STEVENS Strachan 34-seater, full-front, grey, seating blue-patterned moquette, certificate of fitness January, 1962. Meadows 4-cylinder Diesel engine, recently overhauled, excellent value.

1949 FODEN Burlingham 33-seater coach, exterior green and cream, seating blue-patterned moquette, Gardner Diesel engine, excellent vehicle at very reasonable price.

MANY OTHERS.

LARGE SELECTION OF BEDFORD, COMMER, ALBION AND A.E.C. COACHES, SUITABLE FOR THE TRANSPORT OF WORKMEN OR FOR CONVERSION TO TRAVELLING SHOPS.

HIRE-PURCHASE FACILITIES.

PART-EXCHANGES WELCOME. 773-45

P.V.D., LTD.

100

SELECTED BUSES AND COACHES
ACTUALLY IN STOCK AND AVAILABLE FOR
IMMEDIATE INSPECTION AND TEST.

SUPER DOUBLE-DECKERS.

LEYLAND. Choice of a number of Leyland high-bridge double-decks, Eastern Coachworks, 1951 bodies, well-tyred, certificate of fitness to 1961, price £400-£450 each.

LEYLAND. Choice of a number of low-bridge Leylands with 1948-50 cream bodies, luxury seating, certificate of fitness to 1960-61, price £375-£420 each.

LEYLAND 1939-40 high- and low-bridge double-deckers, fitted 1948-50 Leyland and Alexander all-metal bodies, in excellent condition, certificate of fitness to 1959-60, choice of 20, price £300-£325 each.

ALL the above vehicles are in immaculate body and mechanical condition and are available for immediate inspection and test.

1950 BRISTOL. Diesel-engined saloons, fitted 1950 Eastern Coachworks 1948-49-50 35-seater bodies, in immaculate body and mechanical condition, certificates of fitness 1959-60, choice of 20, £650 each. Sample vehicles can be viewed at Rugby, Llandudno and Glasgow.

1948 7-6 BEDFORD Vista, all with certificates of fitness 1960-61, £250.

1948 7-6 BEDFORD Vista, all with certificates of fitness 1960-61, £250.

1948 7-6 BEDFORD Vista, all with certificates of fitness 1960-61, £250.

1948 7-6 BEDFORD Vista, all with certificates of fitness 1960-61, £250.

1948 7-6 BEDFORD Vista, all with certificates of fitness 1960-61, £250.

1948 7-6 BEDFORD Vista, all with certificates of fitness 1960-61, £250.

1948 7-6 BEDFORD Vista, all with certificates of fitness 1960-61, £250.

1948 7-6 BEDFORD Vista, all with certificates of fitness 1960-61, £250.

1948 7-6 BEDFORD Vista, all with certificates of fitness 1960-61, £250.

1948 7-6 BEDFORD Vista, all with certificates of fitness 1960-61, £250.

1948 7-6 BEDFORD Vista, all with certificates of fitness 1960-61, £250.

1948 7-6 BEDFORD Vista, all with certificates of fitness 1960-61, £250.

1948 7-6 BEDFORD Vista, all with certificates of fitness 1960-61, £250.

1948 7-6 BEDFORD Vista, all with certificates of fitness 1960-61, £250.

1948 7-6 BEDFORD Vista, all with certificates of fitness 1960-61, £250.

1948 7-6 BEDFORD Vista, all with certificates of fitness 1960-61, £250.

1948 7-6 BEDFORD Vista, all with certificates of fitness 1960-61, £250.

1948 7-6 BEDFORD Vista, all with certificates of fitness 1960-61, £250.

1948 7-6 BEDFORD Vista, all with certificates of fitness 1960-61, £250.

1948 7-6 BEDFORD Vista, all with certificates of fitness 1960-61, £250.

1948 7-6 BEDFORD Vista, all with certificates of fitness 1960-61, £250.

1948 7-6 BEDFORD Vista, all with certificates of fitness 1960-61, £250.

1948 7-6 BEDFORD Vista, all with certificates of fitness 1960-61, £250.

1948 7-6 BEDFORD Vista, all with certificates of fitness 1960-61, £250.

1948 7-6 BEDFORD Vista, all with certificates of fitness 1960-61, £250.

1948 7-6 BEDFORD Vista, all with certificates of fitness 1960-61, £250.

1948 7-6 BEDFORD Vista, all with certificates of fitness 1960-61, £250.

1948 7-6 BEDFORD Vista, all with certificates of fitness 1960-61, £250.

1948 7-6 BEDFORD Vista, all with certificates of fitness 1960-61, £250.

1948 7-6 BEDFORD Vista, all with certificates of fitness 1960-61, £250.

1948 7-6 BEDFORD Vista, all with certificates of fitness 1960-61, £250.

1948 7-6 BEDFORD Vista, all with certificates of fitness 1960-61, £250.

1948 7-6 BEDFORD Vista, all with certificates of fitness 1960-61, £250.

1948 7-6 BEDFORD Vista, all with certificates of fitness 1960-61, £250.

1948 7-6 BEDFORD Vista, all with certificates of fitness 1960-61, £250.

1948 7-6 BEDFORD Vista, all with certificates of fitness 1960-61, £250.

1948 7-6 BEDFORD Vista, all with certificates of fitness 1960-61, £250.

1948 7-6 BEDFORD Vista, all with certificates of fitness 1960-61, £250.

1948 7-6 BEDFORD Vista, all with certificates of fitness 1960-61, £250.

1948 7-6 BEDFORD Vista, all with certificates of fitness 1960-61, £250.

1948 7-6 BEDFORD Vista, all with certificates of fitness 1960-61, £250.

1948 7-6 BEDFORD Vista, all with certificates of fitness 1960-61, £250.

1948 7-6 BEDFORD Vista, all with certificates of fitness 1960-61, £250.

1948 7-6 BEDFORD Vista, all with certificates of fitness 1960-61, £250.

1948 7-6 BEDFORD Vista, all with certificates of fitness 1960-61, £250.

1948 7-6 BEDFORD Vista, all with certificates of fitness 1960-61, £250.

1948 7-6 BEDFORD Vista, all with certificates of fitness 1960-61, £250.

1948 7-6 BEDFORD Vista, all with certificates of fitness 1960-61, £250.

1948 7-6 BEDFORD Vista, all with certificates of fitness 1960-61, £250.

1948 7-6 BEDFORD Vista, all with certificates of fitness 1960-61, £250.

1948 7-6 BEDFORD Vista, all with certificates of fitness 1960-61, £250.

1948 7-6 BEDFORD Vista, all with certificates of fitness 1960-61, £250.

1948 7-6 BEDFORD Vista, all with certificates of fitness 1960-61, £250.

1948 7-6 BEDFORD Vista, all with certificates of fitness 1960-61, £250.

1948 7-6 BEDFORD Vista, all with certificates of fitness 1960-61, £250.

1948 7-6 BEDFORD Vista, all with certificates of fitness 1960-61, £250.

1948 7-6 BEDFORD Vista, all with certificates of fitness 1960-61, £250.

1948 7-6 BEDFORD Vista, all with certificates of fitness 1960-61, £250.

1948 7-6 BEDFORD Vista, all with certificates of fitness 1960-61, £250.

1948 7-6 BEDFORD Vista, all with certificates of fitness 1960-61, £250.

1948 7-6 BEDFORD Vista, all with certificates of fitness 1960-61, £250.

1948 7-6 BEDFORD Vista, all with certificates of fitness 1960-61, £250.

1948 7-6 BEDFORD Vista, all with certificates of fitness 1960-61, £250.

1948 7-6 BEDFORD Vista, all with certificates of fitness 1960-61, £250.

1948 7-6 BEDFORD Vista, all with certificates of fitness 1960-61, £250.

1948 7-6 BEDFORD Vista, all with certificates of fitness 1960-61, £250.

1948 7-6 BEDFORD Vista, all with certificates of fitness 1960-61, £250.

1948 7-6 BEDFORD Vista, all with certificates of fitness 1960-61, £250.

1948 7-6 BEDFORD Vista, all with certificates of fitness 1960-61, £250.

1948 7-6 BEDFORD Vista, all with certificates of fitness 1960-61, £250.

1948 7-6 BEDFORD Vista, all with certificates of fitness 1960-61, £250.

1948 7-6 BEDFORD Vista, all with certificates of fitness 1960-61, £250.

1948 7-6 BEDFORD Vista, all with certificates of fitness 1960-61, £250.

1948 7-6 BEDFORD Vista, all with certificates of fitness 1960-61, £250.

1948 7-6 BEDFORD Vista, all with certificates of fitness 1960-61, £250.

1948 7-6 BEDFORD Vista, all with certificates of fitness 1960-61, £250.

1948 7-6 BEDFORD Vista, all with certificates of fitness 1960-61, £250.

1948 7-6 BEDFORD Vista, all with certificates of fitness 1960-61, £250.

1948 7-6 BEDFORD Vista, all with certificates of fitness 1960-61, £250.

1948 7-6 BEDFORD Vista, all with certificates of fitness 1960-61, £250.

1948 7-6 BEDFORD Vista, all with certificates of fitness 1960-61, £250.

1948 7-6 BEDFORD Vista, all with certificates of fitness 1960-61, £250.

1948 7-6 BEDFORD Vista, all with certificates of fitness 1960-61, £250.

1948 7-6 BEDFORD Vista, all with certificates of fitness 1960-61, £250.

1948 7-6 BEDFORD Vista, all with certificates of fitness 1960-61, £250.

1948 7-6 BEDFORD Vista, all with certificates of fitness 1960-61, £250.

1948 7-6 BEDFORD Vista, all with certificates of fitness 1960-61, £250.

1948 7-6 BEDFORD Vista, all with certificates of fitness 1960-61, £250.

1948 7-6 BEDFORD Vista, all with certificates of fitness 1960-61, £250.

1948 7-6 BEDFORD Vista, all with certificates of fitness 1960-61, £250.

1948 7-6 BEDFORD Vista, all with certificates of fitness 1960-61, £250.

1948 7-6 BEDFORD Vista, all with certificates of fitness 1960-61, £250.

1948 7-6 BEDFORD Vista, all with certificates of fitness 1960-61, £250.

1948 7-6 BEDFORD Vista, all with certificates of fitness

Used Passenger Vehicles (contd.)

COACHES AND COMPONENTS, LTD.
469-475 HOLLOWAY ROAD, LONDON, N.7.
Phone, Archway 2647 (six lines).

1953, March, BEDFORD, 36-seater Gurney Nutting coach, body, fawn floral moquette, exterior grey-green, roof lights, Formica panels, clock, certificate of fitness March 1963.
1950, May, GUY, 7.7 engine, 33-seater Duplex, sliding roof, leather, Clayton heater, new tyres all round, red moquette, exterior red, maroon, white, certificate of fitness to December 1959.
1950, July, GUY Vixen, 29-seater Thurgood body, black moquette, exterior blue, certificate of fitness to 1959.
1950, May, DENNIS 35-seater Whiston coach, exterior brown-cream, certificate of fitness to April 1960.
1950, February, BEDFORD 20-seater Vista, Vista, green moquette, exterior cream-green, clock, sliding roof, certificate of fitness to December 1958.
1949, May, CROSSLEY, 33-seater Duplex body, red, leather, maroon, exterior red-cream, certificate of fitness May 1959, choice of four.
1949, June, CROSSLEY, 33-seater Whiston coach, red moquette, maroon-cream exterior, clock, heater, top sliding windows, sliding roof, certificate of fitness to June 1959.
1948, May, DENNIS Lancet III 33-seater, Duplex, luxury, sliding roof, high-back seats, red-dawn moquette, exterior cream-blue, heater, certificate of fitness to May 1959.
1947, November, MAUDSLAY Mark II, fitted with A.E.C. 7.7 Diesel engine, 35-seater Duplex, red moquette, exterior red-cream, clock, heater, sliding roof, certificate of fitness December 1961.
1947, February, BEDFORD 29-seater Vista, blue, maroon, exterior blue-black, certificate of fitness to April 1959.
1944, May, BEDFORD with new 1951 29-seater Vista body, fawn moquette, exterior cream, brown flares, sliding roof, clock, certificate of fitness to October 1960.

Used Passenger Vehicles (contd.)

THURGOODS OF W.

1952 GUY, Arab (41) Trans-United luxury coach, excellent condition, metal top sliding windows, sliding roof, heater, demisters, chair seats, fog lamps, exterior red, maroon, certificate of fitness 1962, £75.
1950 BEDFORD Vista, (29), red high-back seats, choice of two, from £675.
1950 GUY Avenger (34), good tyres and engine, cream and blue, certificate of fitness 1962.
1948 7-6 BEDFORD (29), green, red and grey, choice of three, from £325.
1948 50 FODEN, buses (28-30), blue, green and grey, choice of three, from £275.
1947 DENNIS Lancet III (35), Yeates body, maroon and red, green chair seats, certificate of fitness June 1960, £475.
BEDFORD driver-operated door seats fitted, £17 15s.
BEDFORD re-trims and conversions to high-back, one-day service.

DOUBLE-DECKERS.

CHOICE OF 20

LOW- AND HIGH-BRIDGE BUSES.

GUYS, CROSSLEYS, LEYLANDS, A.E.C., DAIMLER, SLW GARDNER AND OTHER ENGINES IN GOOD ORDER, WELL MAINTAINED, AT LOW PRICES.

HOME AND EXPORT.

PHONE, WARE 833-4
AFTER HOURS, 896.

August 22, 1958—THE COMMERCIAL MOTOR 65
(Supplement)

Used Passenger Vehicles (contd.)

STANLEY HUGHES AND CO., LTD.

LODGE GARAGE,
WHITEHALL ROAD WEST,
GOMERSALL, NEAR LEEDS.

Dudley Hill 1144 (six lines).

OFFER at special clearance prices to make room for new stocks.

1951 CROSSLEY down draught 37-seater Burlingham, certificate of fitness to 1961.

1949 A.E.C. 9.6. Burlingham body.

1949 A.E.C. 9.6. Plaxton body.

1949 CROSSLEYS, with Plaxton and Burlingham bodies.

A Number of 1947-48-49 BEDFORDS with petrol and A LBION low-bridge double-decker, 6LW, first-class A condition, just been certified.

SPARES for all types of passenger vehicles.

SEND for detailed list.

SPARE parts depot, Bradford 64331-4.

NIGHT phone, Mirfield 3183, 2160.

WALES—R. Cowell, Newport 59866.

SCOTLAND—A. L. K. Simpson, Dunblane 2273.

773-296

PERCY D. SLEEMAN, LTD.

LONDON COMMERCIAL DEALERS.

COMMER Rootes Diesel Duplex 41-seater, finished to choice, 14 days' delivery.

REEDS 41-seater, finished to choice, 14 days' delivery.

1953 33-seater, Yeates Riviera body, three lift-up roof panels, quarter lights, radio, heater, red upholstery, one owner, certificate of fitness 1962.

1952 A.E.C. Mk. IV Wilson gearbox, 41-seater Burlingham Seagull body, autumn tint upholstery, painted cream and red, certificate of fitness 1962.

1948 A.E.C. with 35-seater front-entrance bus body, exceptional condition, for office staff, workmen or export, from £350.

1947 A.E.C. 7.7 engine, 33-seater, all-metal bus body, upholstered in green leather, certificate of fitness 1960, £325.

1945 GUY, 6-cylinder Gardner engines, 33-seater Leyland composite low-bridge bus body, current certificate of fitness, £250.

1947 BEDFORD Vista Duplex, 29 seats, certificate of fitness to 1961.

1946 DAIMLER 7.7 A.E.C. double-decker, 36 seats, certificate of fitness.

SEVERAL A.E.C. 9.6 and Leyland PSI, chassis only

38 UXBRIDGE ROAD.

EALING, W.5.

Phone, Ealing 7987; Uxbridge 5022.

After hours, Western 1321.

773-472

BIRD'S COMMERCIAL MOTORS, LTD.

BIRMINGHAM ROAD,
STRATFORD-ON-AVON.

Phone 3222-3-4 and 2136. Grams, "Quicksale."

USED PASSENGER VEHICLES.

CHOICE OF 20 1945 DAIMLER DOUBLE-DECK BUSES FITTED WITH A.E.C. 7.7 DIESEL ENGINES, VERY CLEAN, JUST OFF SERVICE. THESE VEHICLES ARE IN FIRST-CLASS RUNNING ORDER AND CARRY CERTIFICATES OF FITNESS FROM ONE TO THREE YEARS, PRICE £275 EACH.

FURTHER PARTICULARS

AND

PRICES

ON APPLICATION.

773-87

SAVILLE MOTOR SALES.

MAIN VAUXHALL, BEDFORD DEALERS,
STRATFORD-ON-AVON.

HAVE for immediate delivery the following used passenger vehicles.

1953 BEDFORD Vega 36-seater, cream exterior with fawn floral moquette seating, heater, certificate of fitness 1962.

1949 A.E.C. 33-seater, Burlingham body, 9.6-litre engine, preselector gearbox.

1949 COMMER, 30-seater Yeates body, immaculate condition.

1947 DAIMLER, 33-seater Duplex body, fitted A.E.C.

7.7-litre engine.

1938 LEYLAND 33-seater, Diesel engine.

PART-EXCHANGES, HIRE-PURCHASE FACILITIES.

HARVESTER HOUSE,

STRATFORD-ON-AVON.

Phone 3681 (10 lines).

And Monmouth 336-7.

773-130

451

SILVER LINE MOTORS.

1950 AUSTIN 29-seater, Thurgood body, high-back seats.
1949 CROSSLEY 35-seater Strachan body, high-back seats, very clean coach.
1947 BEDFORD 29-seater Vista, excellent condition.
1947 NEW BEDFORD 41-seater Super Vega, petrol or Diesel, finished to customer's requirements, 14 days' delivery.

MOORLANDS.

1950 WELWYN GARDEN CITY, HERTS.
Phone, Welwyn Garden 5494-5-6. 727-727

COLBRO. LTD.

OFFER:-

CHOICE of a large quantity of BRISTOL L5G buses fitted with Gardner 5-cylinder engines, price £145 each.
TWO GUY double-deckers fitted 6LW engines, £225 each.
ONE BEDFORD fitted Perkins P6, in immaculate condition, ready for immediate use, price £425.
ALSO many other buses, both single- and double-deck, A low and high bridge, by A.E.C., Dennis, Leyland, Bristol, Guy, etc.

JAW BONE WORKS,

WOOD LANE,

ROTHWELL, LEEDS.

Phone, Rothwell 3258. 774-6512

Used Passenger Vehicles (contd.)

J. W. FIELDSEND, LTD.
PALACE BUILDINGS,
229 CROSS LANE,
SALFORD, 5.
Phone, Pendleton 5331.

1958 BEDFORD petrol 41-seater Plaxton.
1958 COMMER TS1 41-seater Plaxton. 2-speed axle.
1957 BEDFORD petrol 41-seater Plaxton and Duple; choice of several.
1957 COMMER TS3 41-seater Plaxton or Duple; choice of several.
1956 COMMER TS3 41-seater Duple; choice of several.
1955 BEDFORD petrol 38-seater Duple; choice of two.
1949 LEYLAND PS2 33-seater Harrington.
LEYLAND PS2 35-seater full-front Harrington.
SEND for full list.

PLEASE write or phone for appointment to view. 773-456

DON EVERALL, LTD.
34 CLEVELAND ROAD,
WOLVERHAMPTON.

PASSENGER TRANSPORT SPECIALISTS.

1953 LEYLAND Royal Tiger 41-seater Burlingham coach, certified 1952.
1951 AUGUSTA BEDFORD petrol 34-seater Plaxton coach, certified 1961.
1949 GUY Meadows Diesel engine fitted with 1952 37-seater Yeates coach body, certified 1960, being rebodyed.
1948 A.E.C. Mk. III 9.6 Diesel engine, 33-seater Burlingham coach, certified 1960, £700.
1947 PS1 33-seater Burlingham coaches, certified 1961, £575; choice of two.
50 Coaches and buses always in stock.

SEND for list giving full particulars, prices, etc.

HIRE.

33-SEATER half-cab Diesel coaches for hire on monthly terms.

PHONE, WOLVERHAMPTON 23212.
NIGHTS AND WEEK-ENDS 32347 AND 22293.

DON EVERALL, LTD. 773-17

CHARLES COPPOCK, LTD.
SERVICE BUSES.

THE GARAGE.

ELM GROVE, CROSS STREET, SALE, CHESHIRE.
19 High-bridge double-deck buses.

1946 LEYLAND PDI, 7.4-litre oil engine, coach-work by Charles Rowe, 56 seats, one only, £425.
1946 A.E.C. Regent, 7.7-litre, crash-type gearboxes, all-new construction by M.C.W., 56 seats, choice of eight from £295 to £355 each.
1946 GUY Arabs, powered 31.5L Gardner engines, Northern Counties coachwork, 56 seats, choice of 10.
SEVERAL of these are certified late 1959 and 1960. Prices from £150 to £275 each.

PHONE, SALE 5533.
GRAMS, "BUSUNITS."

773-426

LANCASHIRE MOTOR TRADERS, LTD.
OLYMPIA GARAGE,
LIVERPOOL STREET, SALFORD, 5.

Phone, Pendleton 5201; evenings, Oldham Main 2461.
1947-48 BEDFORD Vista Duple, 29 seats, choice £250.
1947 LEYLAND PS1 35-seater Willowbrook service of body, fitted with luxury seats, certificate of fitness 1962, price £550.
WE also have a number of vehicles for workmen's service. 773-38

THE MOTOR DEPOT,
158 WALSGRAVE ROAD, COVENTRY.
Phone, day 5258. Night, 68503.

NEW AUSTIN 12-seater coaches, finished to P.S.V. requirements, price £2850. Early delivery.
LEYLAND PS1, full-front Plaxton body.
1951 DENNIS, 35-seater full-front Duple body.
1950 MAUDSLAY, 33-seater full-front Burlingham.
1949 BEDFORD Vista 29-seater, new set high-back seats fitted, five years' certificate of fitness.
MAUDSLAY 33-seater full-front, luxury body.
1949 CROSSLEY, 33-seater luxury body.
H.P. Facilities. Part-exchanges. 773-410

A52

Used Passenger Vehicles (contd.)

ALEXANDER AND TATHAM, LTD.
SURREY STREET,
SHEFFIELD, 9.
Phone 42931.

LEYLANDS, 34-, 35- and 39-seaters, rebodied in 1949-50, 7.4 L-type or 7.7 A.E.C. engine, certificates of fitness mid-1960, immaculate condition, £250-£300.
GUY low-bridge double-deckers, Eastern Coach Works bodies, 31.5L engines, £275-£325.
DODGE 41-seater high-bridge double-deckers, 7.7 A.E.C. engine, £275.
BRISTOL, 1948, Eastern Coach Works bodies, 35-seater, 7.7 A.E.C. engine, certificate of fitness September, 1960, excellent body and mechanical condition, £500.
MOST of the above vehicles have current certificates of fitness and are in very good body and mechanical condition. 773-176

ERRINGTONS OF EVINGTON, LTD.

1949 BEDFORD Duple Vista 29-seater, one owner, 1959, £425. good condition throughout, certified March, 1960.
1948 DENNIS Lancet III Yeates 35-seater.

PART-EXCHANGES, HIRE-PURCHASE.

EVINGTON, LTD. LEICESTER.

Phone 38102-3. 773-262

Used Passenger Vehicles (contd.)

GARNER COACHES, LTD. offer for immediate service A.E.C. Dennis and Austin 35-41-seater coaches with certificates of fitness, attractive prices. 37 South Ealing Rd., London, W.5. Ealing 9046. 773-226

1949 Commer 29-seater, Harrington body, certificate of fitness 28.2.59, £250. Cromer 33-seater, certificate of fitness 28.1.59, £255. Crook 33-seater, certificate of fitness 26.5.61, £250. Maudslay 7.7 33-seater, certificate of fitness 26.5.61, £250. Box CM7314, care of "The Commercial Motor." 775-6542

1956 LEYLAND Tiger Cub, Birmingham Seagull 41-seater full luxury coach, £3,900.

1956 BEDFORD Duple 41-seater luxury coach, £2,000.

ALL the above vehicles are immaculate condition, only used on tours and excursions and private hire, any trial or inspection. Phone, Highley 208.

WHITTLE HIGHLEY, near Kidderminster. 773-409

VICTORIA COACHES offer:

1958 BEDFORD 41-seater Plaxton.

1957 BEDFORD 41-seater Duplex.

1956 COMMER TS3 41-seater Plaxton or Duple; choice of several.

1955 BEDFORD 38-seater Duple.

PLEASE write or phone for appointment to view.

1159 LONDON RD., Leigh-on-Sea. Phone 74456. 773-457

Unclassified Wanted

EARLY pre-war coach or bus, about 1925-1932, in running order. Phone, Utbridge 817-8. 773-285

WANTED for September, late model 35- or 38-seater A.E.C. or Bedford, must be good condition. Price and particulars, Morris, Central Garage, Kirby Lonsdale. 773-423

SEVERAL second-hand 36-41-seaters, Bedford or Commer coaches, 1953 onwards required by private-hire operators, S.E. England. Box CM7321, care of "The Commercial Motor." 773-423

NEW PASSENGER VEHICLES

AUSTIN

THE LITTLEWOOD
13-SEATER CONVERSION
ON 152 VAN.

NOW AVAILABLE, £635.

Write for details.

KENTON CENTRAL GARAGE, LTD.
381 KENTON ROAD, KENTON, MIDDX.
WORDSWORTH 0251. 773-649

BEDFORD

COACHES AND COMPONENTS, LTD.
469-475 HOLLOWAY ROAD, LONDON, N.7.

Phone, Archway 2647 (five lines).

ARE now taking orders for 1958 BEDFORD 29- to 41-seater capacity luxury coaches, fitted with petrol or Diesel engines.

PART-EXCHANGES and H.P. terms arranged to your satisfaction. 772-678

BEDFORD DUPLE 29-SEATER VISTA (PETROL). IMMEDIATE DELIVERY IN PRIMER.

CITY MOTORS,
BOTLEY ROAD, OXFORD. PHONE 48021. 773-103

COMMER

DON EVERALL, LTD.
34 CLEVELAND ROAD,
WOLVERHAMPTON.

Phone 23212.

1958 COMMER ROOTES DIESEL

41-SEATER DUPLEX LUXURY COACHES.
AIR BRAKES, OVERDRIVE, HEATERS, ETC.

Delivery end of August. Painted to your instructions. We have just purchased Duple Motors' remaining stock of Commer Bodies and can offer very favourable terms. part-exchanges, etc. 773-15

VOLKSWAGEN

EUROPEAN CARS, LTD. distributors for London western districts; early delivery Kombi Microbus, van, pick-up, ambulance. 129-131 Old Brompton Rd., S.W.7. 772-7722. 772-830

UNCLASSIFIED

NEW FORD Thames 12-seater P.S.V., available September.

NEW AUSTIN A152 12-seater, forward seats, immediate delivery.

STOCKLAND GARAGE, LTD., Marsh Hill, Erdington, Birmingham, 23. Phone, Erd 2488. 773-112

Miscellaneous Vehicles (contd.)

1948 DENNIS, 1,200-gallon, 4-compartment.
1950 AUSTIN, 1,500-gallon, 3-compartment.
1950 BEDFORD, 1,200-gallon, with power pump.
H. F. A. DOLMAN LTD., 186 Carlton Avenue, Southend-on-Sea. Phone 43262. 773-234

Tank Wagons Wanted

VEHICLE tanks from 250 gal. upwards. Quinton and Thompson, Ltd., Lancaster Rd., Uxbridge. 773-283
WANTED, Scammell frameless trailer tankers, 2,000 Gal., 4-compartment, spirit type. Box CM695, care of "The Commercial Motor." 773-231

TIPPING LORRIES

1935 LEYLAND Beaver tipper wagon for sale, good running order, offers. Wm. Kayley, Ltd., Queen St., Iron Works, Ardwick, Manchester, 12. 773-6456

1946 FODEN 8-wheel tipper, long-wheelbase, 40 b.h.p. 8 tyres, all very good, new coal and tipping gear recently fitted at a cost of £700, in good order throughout. 7975.

ALBION CXI 8-ton short-wheelbase Diesel tipper, very good order throughout. 7975.

HAMBLINS GARAGE, Rectory Rd., Rushden 3211. 773-68

1953 FODEN 8-wheel tipper.

1948 FODEN 6-wheel tipper.

WILLIAM H. SHORT (CONTRACTORS), LTD., High Field Garage, Baker St., Newthorpe, Notts. Phone, Kimberley 2391-2. 773-74

1954 5.4 (G) bulk grain tipper, 650 cu. ft., in excellent condition, bulk body and gear, 6-month-old chassis on Michelin D20, engine reseated and in perfect condition.

BARTON MOTORS (PRESTON), LTD. Phone, Preston 4664. 773-159

1946 COMMER short-wheelbase tipper, P6, £75.

1948 BEDFORD long-wheelbase alloy body tipper. 6125.

H. F. A. DOLMAN, LTD., 186 Carlton Avenue, H. Southend-on-Sea. Phone 43262. 773-326

COMMER, 1951, long wheelbase, 7-ton, drop side, Perkins P6, £275. New Cross 3819. 773-467

1956 FORD Thames ET7 Diesel tipper, steel body in good running order, choice of six, £350 each. RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 175.

LYLAND Lynx 7-yd. tipper, 12-ft. drop-side, Perkins 6M, 60 b.h.p., £200. Acorn 4553, 54 Bedford Rd., Acton. 774-325

1955 October, FORD 5-cu.yd. tipper, P6 engine, 41,000, guaranteed, £565. Campbell Symonds and Co., Ltd., Forty Avenue, Wembury. Arnold 7771. 773-384

TRACTORS

COUNTY OAK SERVICE STATION, LTD., VAUXHALL-BEDFORD MAIN DEALERS, LONDON ROAD, CRAWLEY, SUSSEX. Phone, Crawley 25475-6, 7.

BEDFORD 1951 8-ton tractor unit with Scammell coupling, £250. 773-455

Miscellaneous Vehicles (contd.)

1955 BEDFORD-SCAMMELL A-type Diesel tractor good running order, £375. DODGE Diesel artic. unit, Perkins engine, 2-speed axle, in excellent running order, Scammell coupling, £350.

1952 LEYLAND Comet 90 artic. unit, 2-speed axle, S.A.E. coupling, one owner since new, clean and low miles. 773-231

1952 BEDFORD S-type tractor unit with R6 Diesel engine, S.A.E. coupling, one owner since new, clean and in good order.

1950 SCAMMELL articulated unit, 6LW engine, in excellent running order.

1948 E.R.F. artic. tractor unit with reconditioned 5LW engine, 5-speed box and S.A.E. coupling, very clean vehicle. 7475.

A suitable trailer, above tractor units can be supplied with very clean vehicle if required. Terms. Exchanges.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 175. 773-249

TRAILERS

CARRIMORE. A trailer doubles the payload of your lorry and reduces the ton-mile cost proportionately. All models from 3 tons to 50 tons.

CARRIMORE, 10-TON, K-WHEELERS, LTD., Carrimore Works, North Finchley, N.12. Hillside 3631-2-3

OVER 200 used trailers in stock from 5 cwt. to 25 tons capacity, articulated and 4-wheelers, by the leading makers, including low-loaders and semi-loaders, box bodies, platform pantechnicons and special types.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 175. 773-293

DYSON super trailers and semi-trailers.

THE best of haul investments.

R. A. DYSON AND CO., LTD., 76-80 Grafton St., Liverpool, 19. Phone, Royal 8434. Grams, "Ignition", Liverpool. 773-490

REBUILT 25-ft. SCAMMELL trailers, 8-ton coupling, £225 each. Cameron Garage, 88 Blaker Court, Charlton St., S.E.7. Phone, Greenwich 1506. 773-6323

NEW Dyson Super 4-wheel trailer, 4-ton capacity, platform 16 ft. long by 7 ft. 6 in. wide, purchased October, 1957, never used, offers. Box CM738, care of "The Commercial Motor." 773-82

SCAMMELL 6-ton trailer couplings, good condition, £12 10s. each.

J. R. RICHARDSON AND SONS, LTD., 100 Dudley St., Rd. East, Oldbury, near Birmingham. Phone, Broadwell 1840. 773-99

10-TON SCAMMELL trailer, 23 ft. long, complete with drop sideboards, 36 by 8 tyre equipment, excellent condition, £350; Bedford-Scammell artic. tractor and 23-ft. trailer, 1955, model S Mart. II, Perkins R6, in perfect condition, available in one month's time. £150. H.P. can be arranged. Box CM7315, care of "The Commercial Motor." 773-192

NEW 8-ton 23-ft. Scammell platform trailer from stock.

10-TON Tasker low-loading trailer with knock-out axle, winch, etc.

6-TON Scammell drop-frame trailer, excellent condition.

E. J. BAKER AND CO. (DORKING), LTD. Phone, Dorking 3822. 773-178

Miscellaneous Vehicles (contd.)

OFF the reg."

TASKERS new QD semi-trailers.

10-TON straight frame, in three lengths, 22 ft., 23 ft. and 24 ft.; S.A.E./S.M.M.T. coupling and including all latest standard features. Fully descriptive price leaflet No. 1209.

TASKERS OF ANDOVER (1932), LTD.

ANDOVER, HANTS.

Phone, Andover 2312.

Telex, Andover 47-539.

LONDON OFFICE: 36 VICTORIA STREET, S.W.1.

Phone, Rayber 2202.

MANCHESTER OFFICE: 26 CORPORATION STREET, MANCHESTER, 4.

Phone, Deansgate 6009. Telex, 66-249.

SCOTTISH AGENTS:—

DOUGLAS MUNRO AND CO., LTD., CHAPELHALL INDUSTRIAL ESTATE, CHAPELHALL.

NEAR AIRDRIE, LANARKSHIRE:

Phone, Airdrie 2691-2. 773-0687

SCAMMELL trailers. We offer a good selection of 6-, 8- and 10-ton 16-ft. to 25-ft. flat-platform, drop-sided, box-bodied, timber pole tynes and low-loaders, all with Scammell couplings, from £75. Terms and exchanges.

SCAMMELL and Dyson 16-ton tandem-axled trailers, 22-ft. and 25-ft. lengths, flat and drop-sided, all in very good order, price of 20, at £325 each; also a number of low-loaders, 10 tons to 30 tons, 15- to 20-ft. well, with knock-out axles.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 175. 773-248

8-TON 20-ft. Scammell box trailer, latest type, one owner, Pirbright Garages, Pirbright Rd., Southfields. Vandyke 2360. 773-503

Trailers Wanted

WANTED, 4-wheel wellbase trailer with knock-out axle for transporting Prierian Wolf Excavator 10 tons, must be first-class trailer. Norman Walker, Anlaby, Hull. 773-6481

BROCKHOUSE fully automatic trailer, minimum length 18 ft. S. W. Wreford and Sons, Ltd., Ransome Rd., Far Cotton, Northampton. Phone, Northampton 901.

WANTED, 8-10-ton low-loader, articulated. Erwins, 15 King St., Maidstone. Phone 55922. 773-419

TRAILER UNDERCARRIAGES

DAVIES, S.A.E., fifth-wheel coupling, factory reconditioned exchange service and spares. London Rd., 222-612 Ware, Herts. Ware 489.

COMpletely reconditioned Scammell trailer undercarriage service, exchange, immediate delivery. Scammell coupling mechanism or unit reconditioned in two hours.

WRITE or phone for illustrated brochure.

MERRIWORTH (ENGINEERING), LTD., London Rd., Stone, Dartford, Kent. Dartford 2810. 773-635

FOR disposal, number of Bedford-Scammell and Hants trailer undercarriages. Box CM6513, care of "The Commercial Motor." 773-700

Spare Parts and Supplies (contd.)

AUSTIN SPARE PARTS.

STOCKS FOR ALL MODELS CARS AND TRUCKS.

THE CAR MART, LTD.

LONDON DISTRIBUTORS, WELSH HARP, EDGWARE ROAD, N.W.9.

GHENDON 6500.

AND AT

16 UXBRIDGE ROAD, EALING, W.5. (EALING 6600)

AND

382 STREATHAM HIGH ROAD, S.W.16. (STREATHAM 0054.)

AND

163 BROMLEY ROAD, CATFORD, S.E.6. (HITHER GREEN 6111.) 773-994

DISMANTLING the following models: K2, 3 and 6 by 4. L. A. Rich, Coldhams Lane, Cherry Hinton, Cambridge. Phone 87597. 773-6374

PRYNN AND STEVENS, LTD., AUSTIN MAIN PARTS STOCKISTS.

FULL range of truck, van and car parts and units from stock. Exchange engines, gearboxes, pumps, clutches, carburettors, brake shoes and electrical units from stock.

Repairs and service to B.M.C. exclusively.

THE SOUTH LONDON AUSTIN DEPOT,

57 ACRE LANE, S.W.2.

BRIXTON 1155. 772-759

Spare Parts and Supplies (contd.)

ALBION gearboxes for FT3, brand new, £25 each. Crossroads Commercials, Ltd., Gildersome, near Leeds. Phone, Morley 444 or 602. 773-189

1939 FT3, ST3, CX127, FT3, AL, dismantling. Arnott's Auto Spares, 1 Guthrie St., Dundee. 773-282

ATKINSON

CROSSROADS COMMERCIALS, LTD., Exchange C diff's, for Atkinson, Gildersome, near Leeds. Phone, Morley 444, 602 and 1204. 773-179

AUSTIN

RECONDITIONED engines complete with accessories except carburettors, for 6 b.h.p. 4 cyl. 4 by 2. £12 10s.; new cylinder blocks with pistons and bearings, £12 10s.; crankshafts, £8 10s.; pistons with rings, £0.30 and £0.60; 8s.; gearboxes, £10; 10s.; by 4 auxiliary gearboxes, £12 10s.; rear axle assemblies, £6. L. W. Vass, Ltd., Amphiell, Bedford. Amphiell 3255. 773-710

USED UNITS, Whittlefield, Burnley (phone 2262). For K2, 3, 4 models. 773-948

J. GIBBS, LTD.

AUSTIN DISTRIBUTORS

AND MAIN PARTS STOCKISTS.

LONGBRIDGE HOUSE,

BEDFORD, FELTHAM, MIDDLESEX.

Feltham 6644 (five lines). 772-0880

FORD AND SLAGER, LTD., Gwendolen Road, Leicester 36117-9.

ALBION SPARES. LARGE STORES FACILITIES AVAILABLE FOR ALBION USERS. 772-432

Spare Parts and Supplies (contd.)

C. G. NORMAN (COMMERCIAL) LTD.

OFFICIAL AUSTIN DISTRIBUTORS.

Main Spare Parts Stockists.

AUSTIN SPARE PARTS AND COMPONENTS.

50 VAUXHALL BRIDGE ROAD,

LONDON, S.W.1.

Victoria 2211.

222-0764

AUSTIN K2 pistons, complete with rings, 7s. 6d. each. carriage paid. Discount for quantities. Cameron Garage, 88 Blakely Court, Charlton, S.E.7. Phone: Green-775-6524.

AUSTIN 4 x 4 and 6 x 4 transfer boxes, fully reconditioned. Martindale, Cross Hall Works, Chorley. Phone: Chorley 3504.

K2, K3, K4, K8, 4 x 4, 6 x 4, dismantling. Arnott's Auto Spares, 1 Guthrie St., Dundee. 773-279.

AUSTIN Loadstar, large quantities of brand-new bonnets, wings, doors, bumpers and cabs, complete, less than half price.

PHONE or write Auto-Units (Ealing), Ltd., Derwent Rd., Ealing, W.5. Ealing 5108, 9858.

773-369

BEDFORD

USED UNITS. Whittlefield, Burnley (phone 2262). Spares suitable for all models. 222-949

CROWN wheel and pinions for Bedford QL, 66 each.

J. W. V. Ltd., Bedford. Ampthill 3255. 222-616

JOHNSON-ROBERTS LTD., have been supplying exchange Bedford 10 h.p. "Short Motors" for 16 years. Why not try one for yourself. £24 net trade or £26.10s. with sum and time payment. Every cylinder block, crankcase and surface ground. For full details, write or phone London's oldest-established engine reconditioning concern. Johnson-Roberts, Ltd., 12 Pembroke Rd., Hornsey, N.8. Phone: Mountview 0111-4. 222-799

COACHES AND COMPONENTS, LTD.

93-94 STAMFORD HILL.

LONDON, N.16.

Stamford Hill 3444 (five lines).

BEDFORD MAIN DEALERS.

PASSENGER AND COMMERCIAL VEHICLES.

FULL range of genuine spares and exchange units—quick repairs and breakdown service. 222-676

EAR axle assembly, new or works reconditioned, for Bedford Q model, ratio 6:41, £35. Premier Supply, 238 E Worlesdon Rd., Guildford. 222-717

BEDFORD GL spares, assemblies and axles, engines, Main and transfer boxes and all other spares.

MERTON ENGINEERING CO., LTD., Faggs Rd., Feltham, Middx. Feltham 3045.

BEDFORD pistons, standard, new, six for 27s. 6d. carriage paid. Carruthers of Carrutherston, near Dumfries. 773-6533

DISMANTLING 5- and 7-ton BEDFORDS.

T. J. RICHARDSON AND SONS, LTD., 100 Dudley Rd., East, Oldbury, near Birmingham. Phone: 773-598

BEDFORD QL spares, engines, gearboxes, transfer boxes, etc. Also complete vehicles with winches. Martindale, Cross Hall Works, Chorley. Lancs. Phone: Chorley 3304.

773-197

OW, OS, OB, MW, QL, OY, Dismantling. Arnott's Auto Spares, 1 Guthrie St., Dundee. 773-280

CHEVROLET

COMPREHENSIVE stock of spares and replacement units for Canadian Chevrolet. Don Eversall, Ltd., Chevrolet Distributors, Cleveland Rd., Wolverhampton. 222-400

C.D.S. TRADING CO., LTD., have large quantities of spares in stock for all types of vehicles. Overseas inquiries given special attention. Write or phone for our stock list. 286 London Rd., Wallington, Surrey. 222-485

JAYGEE J.G. Auto Spares Co. for all Chevrolet spares. Phone, call or write, 109-111 Fulham Palace Rd., Hammersmith, W.6. Riv 3656. 773-62

COMMER

USED UNITS. Whittlefield, Burnley (phone 2262). Spares for N and Q and QX models. 222-950

SMITH AND BLACKWELL LTD., 325 Essex Rd., Islington, N.1. Canonbury 6451-2-3. Commer repairs and spares

222-966

CONTAY FOR COMMER.

ROUTES PARTS—SALES—SERVICE.

FOR IMMEDIATE REQUIREMENTS.

Phone: Waterloo 6162-3.

164A SOUTHWARK BRIDGE ROAD, LONDON, S.E.1. 222-627

NEW Commer Q4 crankshafts £8 10s.; cylinder blocks £10.0s.; pistons and main bearings £2s.; connecting rods £2s.; with bearings £1s.; pistons with rings 10s.; radiators £8s.; works reconditioned engines with accessories. £40 each; new front axles, £7 10s. L. W. Vass, Ltd., Ampthill, Bedford. Ampthill 3255. 222-916

£20,000 New spares in stock. Herts distributors. W. Waters, Hatfield. Phone: 2711. 222-0414

Spare Parts and Supplies (contd.)

RAY POWELL, LTD.

ROOTES MAIN DEALERS.

COMPLETE PARTS AND EXCHANGE UNIT SERVICE FOR ALL COMMER, KARRIER MODELS.

660,000 stock at your disposal!

FAIRLOP ROAD, LEYTONSTONE, E.11.

Phone, Ley 5533.

EASTERN AVENUE, ILFORD, ESSEX.

Phone, Val 0123. 222-716

COMPLETE stock of new and used parts for NI-2-3, Q2, Q4, Q45, 8-cyl., and all ex-W.D. models. Exchange engines, gearboxes, pumps, etc. New wings and cab. R. J. Grimes Ltd., Hadleigh Garage, Marlpit Lane, Colchester. Uplands 3637. 222-720

7-TON, also Q2, Q3, Q4, Q25. Dismantling. Arnott's Auto Spares, 1 Guthrie St., Dundee. 773-279

CROSSROADS COMMERCIALS, LTD. Now breaking 1953 Commer QX 7-tonner, all spares. Gilmorestone, near Leeds. Phone, Morley 444, 602 and 1204. 773-180

MODERN CLEANSING APPLIANCES

By Ashley Taylor, M.Inst.A., A.M.I.R.T.E., of "The Commercial Motor"

Demy 8vo (Linen boards) 12s. 6d. net
Illustrated by post 13s. 4d.

TEMPLE PRESS LIMITED
Sawling Green Lane, London, E.01

DENNIS

USED UNITS. Whittlefield, Burnley (phone 2262). Spares for Lancet, Ace, Pax and Max models. 222-951

DENVER MOTORS, LTD.

DISTRIBUTORS.

HARROW ROAD, LEYTONSTONE, E.11.
BARWICK FORD, NEAR WARE, HERTS.

Spare parts, exchange units for all models, repairs. Breakdown service.

All classes of bodywork in our coachworks.

Phone, Marleyland 3381; Much Hadham 298. 222-0761

OLD TRAFFORD MOTOR ENG. CO., LTD.

TALBOT ROAD, MANCHESTER, 16.

Phone, Trafford Park 0549. 222-684

COACHES AND COMPONENTS, LTD.

465-475 HOLLOWAY ROAD,

LONDON, N.7.

Archway 2647 (five lines).

THE PASSENGER AND COMMERCIAL VEHICLE SPECIALISTS.

GENUINE spares and exchange units, repairs, bodywork painting

222-677

DENNIS Max diff. assemblies. Max 5-speed gearboxes and 4-speed gearboxes, front axles, radiators, 5-speed gears, crankshafts, hubs and half-shafts and all other parts available. All brand new. Phone, Mitcham 6212. 222-703

PERRIS AND KEARON, LTD., 180-2 VINE ST., LIVERPOOL 7. Royal 4262-3-4. Full range of spares and service units always available. 24 hours' breakdown service. 821-6463

DENNIS Max, new and reconditioned cylinder blocks with bearings, pistons, etc., £35 each; also large quantity of new engine spares. Offers for parcels.

R. LEWIS, 74 New Summer St., Birmingham, 19. A. Phone, Aston Cross 1943; after 6 p.m., Harborne 773-120

August 22, 1958—THE COMMERCIAL MOTOR 73

(Supplement)

Spare Parts and Supplies (contd.)

DENNIS Max Diesel-engine spares, cylinder heads, crankshafts, con. rods, etc. J. T. Leavesley, Ltd., Airways, Staffordshire. Phone, Airways 354-214.

DISMANTLING several Dennis Max Diesel lorries, all parts available. Bush Green Motors, Langley, Hitchin, Herts. Stevenage 175. 773-244

DIAMOND T

COMPLETE range of spare parts for all ex-W.D. models petrol and Diesel, many at specially reduced prices. Diamond T Motors, 414 London Rd., Isleworth. Phone, Hounslow 7153. 222-727

DODGE

USED UNITS. Whittlefield, Burnley (phone 2262). Spares for 3-, 4- and 6-ton models. 222-952

AUTOMOTIVE SERVICES, LTD.

DISTRIBUTORS FOR DODGE.

COMPLETE spare parts service for English and Canadian models; parts dispatched by return post or passenger train; exchange engines, clutches, dynamos, starters, distributors and carburettors always in stock.

50A OVERTON ROAD.

EALING, LONDON, W.5.

Phone, Ealing 3652. 222-823

COOMBS COMMERCIALS (GUILDFORD), LTD.

DODGE DISTRIBUTORS.

We specialize in Service Units.

Unrivalled Stock

of

Genuine Dodge Spares.

LIKE THE DODGE, YOU CAN DEPEND
ON COOMBS.

COOMBS COMMERCIALS (GUILDFORD), LTD.

PORTSMOUTH ROAD,

GUILDFORD.

Phone 6290? (three lines). 222-903

C.D.S. TRADING CO., LTD., have large quantities of spares in stock for all types of vehicles. Overseas inquiries given special attention. Write or phone for our stock list. 286 London Rd., Wallington, Surrey. 222-487

THE WORLD RENOWNED LEYLAND DIESEL ENGINE

MAKES AN IDEAL CONVERSION UNIT FOR

FITTING TO

YOUR DODGE VEHICLES

AS WELL AS TO

INDUSTRIAL EQUIPMENT.

FACILITIES BOOKLET AVAILABLE ON REQUEST.

ISLES, LTD.

LEYLAND SERVICE DEPOT,

STANNINGLEY, LEEDS.

PHONE, PUDSEY 3001 (FIVE LINES). 773-686

L. A. MITCHELL (MOTORS), LTD.

DODGE DISTRIBUTORS,

PERKINS SIGNHOLDERS.

£20,000-worth of spare parts and exchange units for Dodge trucks and Perkins Diesel engines. PROMPT DISPATCH.

IF IT'S DODGE—MITCHELL'S YOUR MAN.

BALHAM HIGH RD., S.W.12. Phone, Bal 2234. 773-108

KINGSTON-ON-THAMES. Dodge distributor. Exchange units. Huge stocks petrol and Diesel spares. Globe Auto Service, Ltd., Vicarage Rd., Hampton, W.7. 222-723

E.R.F.

USED UNITS. Whittlefield, Burnley (phone 2262). Spares for C14, C15, C16 and OE14 models. 222-953

FALCON ENGINEERING CO., LTD., Empire Works, Leeds, and Bradford Rd., Bramley, Leeds. Phone, Fudsey 2812

YORKSHIRE distributors E.R.F. commercial vehicles, sales and service. 222-855

Spare Parts and Supplies (contd.)

THE HARITH MOTOR ENGINEERING CO., LTD., Sales, spares, service, Rugby St., Broughton Lane, Manchester, 7. Phone, Blackfriars 9664-5. 222-707

1940 Long-wheelbase, with 4LW Gardner, all parts. Arnott's Auto Spares, 1 Guthrie St., Dundee. 773-277

CROSSROADS COMMERCIALS, LTD., Exchange differentials, £65 each. Gildersome, near Leeds. Phone, Morley 444, 602 and 1204. 773-187

FODEN

USED UNITS, Whittlefield, Burnley (phone 2262), OG and DT units and spares. 222-954

COMPREHENSIVE range of all Foden and Gardner spare parts. Gardner exchange engines in stock. HAZLEMORE MOTOR CO. (WALTHAM ABBEY), LTD. Phone, Waltham Cross 2275-6-7. 222-905

DISMANTLING Foden coach and DG-type lorry, all parts. Young, Kelly, Fife. Phone 320. 773-650

CROSSROADS COMMERCIALS, LTD., dismantling 8-wheelers for spares, exchange diffs. for all models. Gildersome, near Leeds. Phone, Morley 444, 602, and 1204. 773-182

FORD

USED UNITS, Whittlefield, Burnley (phone 2262), ET6, 7V Canadian WCT1/2/3/6. 222-955

C.D.S. TRADING CO., LTD., have large quantities of spares for all types of vehicles. Overseas inquiries given special attention. Write or phone for our stock list. 286 London Rd., Wallington, Surrey. 222-488

JAYGEE.

JAYGEE.

JAYGEE.

FORD spares. English and Canadian trucks, all types of engines reconditioned to high standards, axles, differentials, gearboxes.

SEND for lists or call.

J.G. AUTO SPARES CO., 109-111 Fulham Palace Rd., London, W.6. Riverside 3656. Cables, "Carpacol, London."

JAYGEE.

JAYGEE.

JAYGEE.

DISMANTLING the following models: WOT 1, 2, 3 and 6, also Canadian L. A. Rich, Coldhams Lane, Cherry Hinton, Cambridge. Phone 87597. 773-6373

ET6, 7E, WOT2, WOT3, WOT6, Sussex. Dismantling. Arnott's Auto Spares, 1 Guthrie St., Dundee. 773-278

GARDNER

BRISTOL MOTOR CO., LTD., Ashton Gate, Bristol, 3. Phone, 64112. Gardner reconditioned 4LW, 6LW, reconditioned exchange engines, LK and LW, dynamometer tested and guaranteed; cylinder blocks, heads, crankshafts, etc. Large stock of engine spares. 222-958

GARDNER LW and LK service; exchange engines, dynamometer tested, six months' guarantee, fitted at week-ends if required.

TILSLEY AND LOVATT, LTD., Newstead Trading Estate, Trentham, Stoke-on-Trent. Phone, Stoke-on-Trent 5961.

GARDNER 5LW, completely reconditioned, for exchange or outright sale. Specialist in reconditioning all Gardner units. CHURCH ROAD MOTORS, Hadleigh, Essex. Phone 57271. 222-692

EXTRA POWER OR LESS FUEL.

THE B.S.A. TURBOCHARGER
FITTED TO 6LW

CAN PROVIDE

8% FUEL SAVING

OR

INCREASE THE

POWER OUTPUT BY 50%.

SOLE CONVERSION AGENTS,

RYLAND GARAGE, LTD.,

RYLAND STREET, BIRMINGHAM, 16.

Edgbaston 4501-5. Grams, "Diesel." 774-6480

GARDNER, reconditioned dynamometer-tested service engines, 4LK and LW series, available for exchange, fitted to suit customer's convenience. GARDNER 100% more gearboxes, parts No. 1/15 and 16, new unused ex-M.G.S. £14 10s. each. BEECH'S GARAGE (HANLEY), LTD., Hope St., Hanley, Stoke-on-Trent 25249 and 25240. 773-396

G.M.C.

COMPREHENSIVE stock of spares, parts and replacement units for G.M.C. Don Eversall, Ltd., distributor, Cleveland St., Wolverhampton. Phone 23212. 222-401

A56

Spare Parts and Supplies (contd.)

JAYGEE.

JAYGEE.

JAYGEE.

G.M.C. Finest stock in England, engines, axles, gearboxes, transfer boxes, propeller shafts, trunnion bars, springs, wheels, differentials, crown and pinions.

ALL PARTS FROM FRONT TO BACK.
WRITE TO US FOR WHAT YOU LACK.

J.G. AUTO SPARES CO., 109-111 Fulham Palace Rd., London, W.6. Riverside 3656. Cables, "Carpacol, London."

JAYGEE.

JAYGEE.

JAYGEE.

ONE set of split 6 by 6 axles. Brooklyn Engineering, Ford 2281. 773-29

GUY

USED UNITS, Whittlefield, Burnley (phone 2262). New and used spares available for Wolf, Vixen, Otter, Arab, Warrior and Invincible. 222-956

JEEP

LARGE stocks of Jeep spares at half list prices; 24-hour postal service.

COMMERCIAL VEHICLE SPARES, 94b Balham High Rd., Balham, London, S.W.12. Phone, Balham 4091. 222-625

LEYLAND

USED UNITS, LTD., Whittlefield, Burnley (phone 2262). Most units and spares, passenger and commercial. 222-957

FORD AND S. S. S. LTD.

GWENDOLEN ROAD,

LEICESTER 36117-9.

LEYLAND SPARES.

LARGE STORES FACILITIES AVAILABLE FOR
LEYLAND USERS. 222-433

LEYLAND Lynx and Retriever differential assemblies, £12 10s. each; Retriever axle shafts, £2 10s. each. L. W. Vass, Ltd., Amptill, Bedford. Amptill 3255.

E.102 6.6-litre reconditioned block, never run, exchange comp. £100. Offers, Box CM722, care of "The Commercial Motor." 773-877

ARLINGTON

SAME-DAY SERVICE,
COMPREHENSIVE STOCKS.

DAILY COLLECTIONS FROM
LEYLAND MOTORS, LTD.

SAVE TIME AND EXPENSE.

USE OUR CENTRAL LONDON PARTS DEPOT.

25-27 VAUXHALL BRIDGE ROAD,

LONDON, S.W.1.

Phone, Vic 6033-4-5.

ARLINGTON MOTOR CO. LTD.

ALSO AT PONDERS END, ENFIELD; SUDBURY, SUFFOLK; CARDIFF AND WALTHAM CROSS, HERTS. 222-6888

LEYLAND Interim Beaver parts, one reconditioned 7-4 engine; one reconditioned gearbox; one reconditioned differential. Considerable number of small components.

ALL above surplus to requirements owing to sale of a fleet of 10 Interim Beavers.

A.F.P.LY: Fred Davies (St. Helens), Ltd., Phone 7468 St. 774-6531.

LEYLAND PSI engines, 7.4 gearboxes, differentials, all spares.

PERCY D. SLEEMAN, LTD., 38 Uxbridge Rd., Ealing, W.5. Phone, Ealing 7987; Uxbridge 5022; after hours, Western 1321.

CROSSROADS COMMERCIALS, LTD., 1949 Comet now being dismantled. Exchange differentials for all Leylands. Gildersome, near Leeds. Phone, Morley 444, 602 and 1204. 773-181

A.XLE beams and gearbox parts, king-pins and bushes, parts. Martindale Cross Hall Works, Chorley, Lancs. Phone, Chorley 3504. 773-198

MACK

MACK TRUCKS (BRITAIN), LTD., sole agents for the Mack International Motor Corporation. Now York can now offer spares for most models of Mack trucks. Inquiries write to 62 North St., Barking, Essex. 773-481

MAUDSLAY

USED UNITS, LTD., Whittlefield, Burnley (phone 2262). Most units and spares, passenger and commercial. 222-958

CROSSROADS COMMERCIALS, LTD., Exchange differentials, £65. Gildersome, near Leeds. Phone, Morley 444, 602 and 1204. 773-186

Spare Parts and Supplies (contd.)

MAUDSLAY.

SPECIALISTS REPAIR SERVICE FOR
COMMERCIAL VEHICLES.

COMPREHENSIVE RANGE OF SPARES AND
ASSEMBLIES; CROMARD LINER STOCKISTS,
HARTRIDGE EQUIPPED DIESEL WORKSHOP,
C.A.V. AND SIMMS SPARES.

TOWER BRIDGE GARAGE (ENGINEERING),
LTD., 178A TOWER BRIDGE ROAD, S.E.1.
Phone Hop 0461-2-3, 3228. 222-601

MEADOWS

WIGGS AND SONS, LTD., invite you to save by converting to Meadows Diesel. We are the conversion distributors for London and Home Counties. This reliable, economical and well-proved engine is suitable for fitting to most makes of vehicles. All Meadows ADC10 engine spares available from stock. 179a Peckham Park Rd., S.E.15. New Cross 1241. 222-933

USED UNITS, Whittlefield, Burnley. Phone, Burnley 2262. Five new crankshafts for 10.3-litre engine. Cheap to clear. 773-47

MORRIS AND MORRIS-COMMERCIAL

USED UNITS, LTD., Whittlefield, Burnley (phone 2262). All models.

R.ECONDITONED Morris-Commercial 4-cylinder 24.8 h.p. side valve engines c/w accessories. £25. 6-cylinder 25 h.p. ditto. £25. L. W. Vass, Ltd., Amptill, Bedford. Amptill 3255. 222-731

OIL-ENGINE SPARES

USED UNITS, LTD., Whittlefield, Burnley (phone 2262). All makes of oil-engine spares. 222-960

PERKINS

USED UNITS, LTD., Whittlefield, Burnley (phone 2262). All spares available. 222-961

HALLS (FINCHLEY), LTD., official signholders, have the most comprehensive range of Perkins and Seddon spares in London and the Home Counties. Phone, write or call for orders to:

HALLS (FINCHLEY), LTD.,
ARCADIA AVENUE,
FINCHLEY CENTRAL, LONDON, N.3.
Finchley 5908 (five lines). 222-838

WIGGS AND SONS, LTD., official signholders, sales, spares and service, new and exchange engines, conversions expertly carried out. 179a Peckham Park Rd., S.E.15. New Cross 1241. 222-934

COACHES AND COMPONENTS, LTD.,
465-475 HOLLOWAY ROAD, LONDON, N.7.
Archway 2647 (five lines).

A official signholders we hold a full range of genuine spares and exchange units. Conversion specialists. 222-675

USED and new spares for all models Perkins engines. Main agents—CHURCH ROAD MOTORS, Hadleigh, Essex. Phone 57271.

P6 Head part-exchange service. Your old cracked scrap head accepted. All valve seats built up and precision ground to standard (not inserts). New guides fitted. Surface ground. Pressure tested. Guaranteed. Greatly reduced price at new.

ANGEL AND WILLIAMS (PECKHAM), LTD.,
Sumner Rd., S.E.15. Rodney 1559. 773-732

ROWE HILLMASTER

WIGGS AND SONS, LTD., sole distributors for this Meadows-engined vehicle. For sales, spares and service, 179a Peckham Park Rd., S.E.15. New Cross 1241. 222-935

SCAMMELL

USED UNITS, Whittlefield, Burnley (phone 2262). Spares for 8- and 6-wheelers, also M.H. and H.M. 222-962

S.PARES for mechanical horses, 3- and 6-ton Bedford and Commer-Scamwell couplings. Tilley's, Ltd., Wolverton, Bucks. 775-XA447

Scamwell Wanted

WANTED, good selection new surplus parts, ex-W.D. Scamwell 30-ton chassis. Offers to Box CM688, care of "The Commercial Motor." 222-718

USED UNITS, Whittlefield, Burnley (phone 2262). Most spares available.

BRENTWOOD ENGINEERING CO., LTD., distributors for Essex. Phone, Brentwood 3320. 222-1025

CROSSROADS COMMERCIALS, LTD., Spares for all models, including complete differentials, £25; half-shafts, £3 10s. Gildersome, near Leeds. Phone, Morley 444, 602 and 1204. 773-188

Spare Parts and Supplies (contd.)

HALLS (FINCHLEY), LTD., SEDDON distributors, have the most comprehensive range of Seddon and Perkins spares in London and the Home Counties. Phone, write or call for orders to:-

HALLS (FINCHLEY), LTD.,
ARCADIA AVENUE,
FINCHLEY CENTRAL, LONDON, N.3.
Finchley 5908 (five lines). 222-837

6-TON long-wheelbase, short-wheelbase, 1939-52. Dis-
mantling. Arnott's Auto Spares, 1 Guthrie St., Dundee.
773-276

SENTINEL

USED UNITS. Whittlefield, Burnley (phone 2262).
Most spares available. 222-964

WIGGS AND SONS, LTD., for Sentinel sales, spares
and service. All Diesel types and models. 179a
Peckham Park Rd., S.E.15. New Cross 1241 (10 lines).
222-936

THORNYCROFT

USED UNITS. Whittlefield, Burnley (phone 2262).
Units and spares for Sturdy and Trusty, etc. 222-965

N.R.6 Diesel engines, front and rear axles, etc., for
1948 Amazon class Thornycroft-Coles cranes.
Longton Transport Equipment Co., Ltd., Longton, Stoke-
on-Trent. Phone 33231. 779-6511

VULCAN

USED UNITS. Whittlefield, Burnley (phone 2262).
Spares for 5VF, 6VF and 6PF models. 222-966

WIGGS AND SONS, LTD., for Vulcan sales, spares
and service. Service units, exchange engines, etc.
179a Peckham Park Rd., S.E.15. Phone, New Cross 1241
(10 lines). 222-937

FORD AND S. LATER, LTD.

LARGE AND COMPREHENSIVE STOCK OF SPARES
AND SERVICE UNITS FOR R6VF, 6PF AND 7GF
MODELS.

Gwendolen Road,

LEICESTER 36117. 222-582

HIGH CROSS SERVICE GARAGE, LTD., for Vulcan and
Perkins spares service. Exchange engines and
units from stock. High Cross Rd., Tottenham, N.17.
Phone, Tot 4317. 776-6281

DISMANTLING Vulcan Perkins P6 6VF 1948 twin-
ram tipper.

MEADWAY SPARES, Bordesley Green Rd., Birming-
ham, 9, Victoria 4933. 773-53

1948 VULCAN spares. T. and F. Motors, Ltd.,
2a Pooler Park, London, N.4. Phone, Archway
4562. 773-464

UNCLASSIFIED

USED UNITS. Whittlefield, Burnley (phone 2262).
Engines, gearboxes, axles, springs, wheels, most makes
222-967

SPARES available for Diesel and petrol-engined vehicles;
also large quantities of spares for W.D. vehicles. C.
Morgan and Son, Waltham Chase, Southampton. Phone,
Bishop's Waltham 133. 222-895

A.E.C. Perkins, Dodge operators. We carry com-
prehensive stock of spares and vehicles.
PHILLIPS' MOTOR SERVICES (SHEFFIELD), LTD.
443 Handsworth Rd., Sheffield, 18. Phone, day 40256,
night 42260, 40363. 222-964

SPARES for all types of commercial vehicles. Diesel and
petrol, including obsolete makes, wheels and tyres, etc.
H.H. Motors, 48 Ormside St., S.E.15. New Cross 0980.
2155.

BURSTERS MOTORS have engines, axles, gearboxes and
differentials, most ex-W.D. vehicles.

BURSTERS MOTORS have large stocks of second-hand
engines, gearboxes, rear axles and other parts of all
makes of commercial vehicles, including Austin, Bedford,
Chevrolet, Commer, Dodge, Ford, Guy, Morris, Stake-
baker, etc. A full range of accessories stocked.
C. Morgan, 1-7 High St., Colliers Wood, S.W.19. Liberty
2661 and 4723.

LAMMAS MOTORS.

COMMERCIAL motor specialists, have a large stock of
spare parts of every description.

LAMMAS MOTORS (REGD.), of 63 Garratt Lane,
S.W.18. Phone, Vandyke 3909, 2953. 222-990

SPARES! Spares! The largest and cheapest stock of
light commercial spares in the Midlands, for Austin,
Bedford, Commer, Dodge, Ford and Morris.

MEADWAY SPARES, Bordesley Green Rd., Birming-
ham, 9, Victoria 4933. 773-51

TOWING bars, heavy-duty, 8-ft. long, £5 each, carriage
free. For further details, **MEADWAY SPARES**, Bordesley Green Rd., Birming-
ham, 9, Victoria 4933. 773-52

THE RELIANCE GARAGE (NORWICH), LTD.
OFFERS:-

EATON 2-speed diff. (Can), £20.

VULCAN diff. 6½ x 26, £20.

AUSTIN 6 x 4 2-axle assembly, £20.

COMMER Supersoar rear axle, £15.

ANTHONY tipping gears and steel drop-side 5-yd.
bodies; choice of two, £60 each.

PHONE, Norwich 28911-5. 773-46

Spare Parts and Supplies (contd.)

SPECIAL. A large quantity new pistons and rings,
injection for Leyland Royal Tiger, PD2 and PS2 at a
fractional cost. Set of 16 for £12.

CROSS ST. Sale, Cheshire. Phone, Sale 5633. 773-428

FOR sale, Perkins P6 engine, good condition, £75.

Dodge 5-speed gearbox, £25. Apply, Drake, Warwick

House, Llanymynech, Shropshire. Phone 482. 773-326

COMMERCIAL spares of all types. Rippleway 4522.

CROSS ST. Sale, Cheshire. Phone, Sale 5633. 773-428

DISMANTLING A.E.C., Foden, E.R.F., Maudslay,
S-wheeler, Trident and Sturdy, Leyland, Albion, Seddon,
Thornycroft and most other makes. Let us quote you.

RUSH GREEN MOTORS, Langley, Hitchin, Herts.
773-245

Leyland Hippo double-drive 6-wheeler.

Seddon 2-ton van.

Bedford A-type.

E.R.F. A.E.C.s, Maudslays, all being dis-
mantled. All parts available.

9 NEWTHORPE COMMON, Eastwood, Notts. Phone,
Langley Mill 2623. 773-222

FAN belts, 62 V288, list price 42s. 7d. each. 7W
17/32 thick. 40s. A. 91 1/2 in. 1.C. Offers. T. Smartwells, Ltd., High St., Northallerton, 773-371

7 1951 Leyland Hippo double-drive 6-wheeler.

1951 Seddon 2-ton van.

1953 Bedford A-type.

1948 E.R.F. A.E.C.s, Maudslays, all being dis-
mantled. All parts available.

9 NEWTHORPE COMMON, Eastwood, Notts. Phone,
Langley Mill 2623. 773-222

FAN belts, 62 V288, list price 42s. 7d. each. 7W
17/32 thick. 40s. A. 91 1/2 in. 1.C. Offers. T. Smartwells, Ltd., High St., Northallerton, 773-371

7 1951 Leyland Hippo double-drive 6-wheeler.

1951 Seddon 2-ton van.

1953 Bedford A-type.

1948 E.R.F. A.E.C.s, Maudslays, all being dis-
mantled. All parts available.

9 NEWTHORPE COMMON, Eastwood, Notts. Phone,
Langley Mill 2623. 773-222

FAN belts, 62 V288, list price 42s. 7d. each. 7W
17/32 thick. 40s. A. 91 1/2 in. 1.C. Offers. T. Smartwells, Ltd., High St., Northallerton, 773-371

7 1951 Leyland Hippo double-drive 6-wheeler.

1951 Seddon 2-ton van.

1953 Bedford A-type.

1948 E.R.F. A.E.C.s, Maudslays, all being dis-
mantled. All parts available.

9 NEWTHORPE COMMON, Eastwood, Notts. Phone,
Langley Mill 2623. 773-222

FAN belts, 62 V288, list price 42s. 7d. each. 7W
17/32 thick. 40s. A. 91 1/2 in. 1.C. Offers. T. Smartwells, Ltd., High St., Northallerton, 773-371

7 1951 Leyland Hippo double-drive 6-wheeler.

1951 Seddon 2-ton van.

1953 Bedford A-type.

1948 E.R.F. A.E.C.s, Maudslays, all being dis-
mantled. All parts available.

9 NEWTHORPE COMMON, Eastwood, Notts. Phone,
Langley Mill 2623. 773-222

FAN belts, 62 V288, list price 42s. 7d. each. 7W
17/32 thick. 40s. A. 91 1/2 in. 1.C. Offers. T. Smartwells, Ltd., High St., Northallerton, 773-371

7 1951 Leyland Hippo double-drive 6-wheeler.

1951 Seddon 2-ton van.

1953 Bedford A-type.

1948 E.R.F. A.E.C.s, Maudslays, all being dis-
mantled. All parts available.

9 NEWTHORPE COMMON, Eastwood, Notts. Phone,
Langley Mill 2623. 773-222

FAN belts, 62 V288, list price 42s. 7d. each. 7W
17/32 thick. 40s. A. 91 1/2 in. 1.C. Offers. T. Smartwells, Ltd., High St., Northallerton, 773-371

7 1951 Leyland Hippo double-drive 6-wheeler.

1951 Seddon 2-ton van.

1953 Bedford A-type.

1948 E.R.F. A.E.C.s, Maudslays, all being dis-
mantled. All parts available.

9 NEWTHORPE COMMON, Eastwood, Notts. Phone,
Langley Mill 2623. 773-222

FAN belts, 62 V288, list price 42s. 7d. each. 7W
17/32 thick. 40s. A. 91 1/2 in. 1.C. Offers. T. Smartwells, Ltd., High St., Northallerton, 773-371

7 1951 Leyland Hippo double-drive 6-wheeler.

1951 Seddon 2-ton van.

1953 Bedford A-type.

1948 E.R.F. A.E.C.s, Maudslays, all being dis-
mantled. All parts available.

9 NEWTHORPE COMMON, Eastwood, Notts. Phone,
Langley Mill 2623. 773-222

FAN belts, 62 V288, list price 42s. 7d. each. 7W
17/32 thick. 40s. A. 91 1/2 in. 1.C. Offers. T. Smartwells, Ltd., High St., Northallerton, 773-371

7 1951 Leyland Hippo double-drive 6-wheeler.

1951 Seddon 2-ton van.

1953 Bedford A-type.

1948 E.R.F. A.E.C.s, Maudslays, all being dis-
mantled. All parts available.

9 NEWTHORPE COMMON, Eastwood, Notts. Phone,
Langley Mill 2623. 773-222

FAN belts, 62 V288, list price 42s. 7d. each. 7W
17/32 thick. 40s. A. 91 1/2 in. 1.C. Offers. T. Smartwells, Ltd., High St., Northallerton, 773-371

7 1951 Leyland Hippo double-drive 6-wheeler.

1951 Seddon 2-ton van.

1953 Bedford A-type.

1948 E.R.F. A.E.C.s, Maudslays, all being dis-
mantled. All parts available.

9 NEWTHORPE COMMON, Eastwood, Notts. Phone,
Langley Mill 2623. 773-222

FAN belts, 62 V288, list price 42s. 7d. each. 7W
17/32 thick. 40s. A. 91 1/2 in. 1.C. Offers. T. Smartwells, Ltd., High St., Northallerton, 773-371

7 1951 Leyland Hippo double-drive 6-wheeler.

1951 Seddon 2-ton van.

1953 Bedford A-type.

1948 E.R.F. A.E.C.s, Maudslays, all being dis-
mantled. All parts available.

9 NEWTHORPE COMMON, Eastwood, Notts. Phone,
Langley Mill 2623. 773-222

FAN belts, 62 V288, list price 42s. 7d. each. 7W
17/32 thick. 40s. A. 91 1/2 in. 1.C. Offers. T. Smartwells, Ltd., High St., Northallerton, 773-371

7 1951 Leyland Hippo double-drive 6-wheeler.

1951 Seddon 2-ton van.

1953 Bedford A-type.

1948 E.R.F. A.E.C.s, Maudslays, all being dis-
mantled. All parts available.

9 NEWTHORPE COMMON, Eastwood, Notts. Phone,
Langley Mill 2623. 773-222

FAN belts, 62 V288, list price 42s. 7d. each. 7W
17/32 thick. 40s. A. 91 1/2 in. 1.C. Offers. T. Smartwells, Ltd., High St., Northallerton, 773-371

7 1951 Leyland Hippo double-drive 6-wheeler.

1951 Seddon 2-ton van.

1953 Bedford A-type.

1948 E.R.F. A.E.C.s, Maudslays, all being dis-
mantled. All parts available.

9 NEWTHORPE COMMON, Eastwood, Notts. Phone,
Langley Mill 2623. 773-222

FAN belts, 62 V288, list price 42s. 7d. each. 7W
17/32 thick. 40s. A. 91 1/2 in. 1.C. Offers. T. Smartwells, Ltd., High St., Northallerton, 773-371

7 1951 Leyland Hippo double-drive 6-wheeler.

1951 Seddon 2-ton van.

1953 Bedford A-type.

1948 E.R.F. A.E.C.s, Maudslays, all being dis-
mantled. All parts available.

9 NEWTHORPE COMMON, Eastwood, Notts. Phone,
Langley Mill 2623. 773-222

FAN belts, 62 V288, list price 42s. 7d. each. 7W
17/32 thick. 40s. A. 91 1/2 in. 1.C. Offers. T. Smartwells, Ltd., High St., Northallerton, 773-371

7 1951 Leyland Hippo double-drive 6-wheeler.

1951 Seddon 2-ton van.

1953 Bedford A-type.

1948 E.R.F. A.E.C.s, Maudslays, all being dis-
mantled. All parts available.

9 NEWTHORPE COMMON, Eastwood, Notts. Phone,
Langley Mill 2623. 773-222

FAN belts, 62 V288, list price 42s. 7d. each. 7W
17/32 thick. 40s. A. 91 1/2 in. 1.C. Offers. T. Smartwells, Ltd., High St., Northallerton, 773-371

7 1951 Leyland Hippo double-drive 6-wheeler.

1951 Seddon 2-ton van.

1953 Bedford A-type.

1948 E.R.F. A.E.C.s, Maudslays, all being dis-
mantled. All parts available.

9 NEWTHORPE COMMON, Eastwood, Notts. Phone,
Langley Mill 2623. 773-222

FAN belts, 62 V288, list price 42s. 7d. each. 7W
17/32 thick. 40s. A. 91 1/2 in. 1.C. Offers. T. Smartwells, Ltd., High St., Northallerton, 773-371

7 1951 Leyland Hippo double-drive 6-wheeler.

1951 Seddon 2-ton van.

1953 Bedford A-type.

1948 E.R.F. A.E.C.s, Maudslays, all being dis-
mantled. All parts available.

9 NEWTHORPE COMMON, Eastwood, Notts. Phone,
Langley Mill 2623. 773-222

FAN belts, 62 V288, list price 42s. 7d. each. 7W
17/32 thick. 40s. A. 91 1/2 in. 1.C. Offers. T. Smartwells, Ltd., High St., Northallerton, 773-371

7 1951 Leyland Hippo double-drive 6-wheeler.

1951 Seddon 2-ton van.

1953 Bedford A-type.

1948 E.R.F. A.E.C.s, Maudslays, all being dis-
mantled. All parts available.

9 NEWTHORPE COMMON, Eastwood, Notts. Phone,
Langley Mill 2623. 773-222

FAN belts, 62 V288, list price 42s. 7d. each. 7W
17/32 thick. 40s. A. 91 1/2 in. 1.C. Offers. T. Smartwells, Ltd., High St., Northallerton, 773-371

7 1951 Leyland Hippo double-drive 6-wheeler.

1951 Seddon 2-ton van.

1953 Bedford A-type.

1948 E.R.F. A.E.C.s, Maudslays, all being dis-
mantled. All parts available.

9 NEWTHORPE COMMON, Eastwood, Notts. Phone,
Langley Mill 2623. 773-222

FAN belts, 62 V288, list price 42s. 7d. each. 7W
17/32 thick. 40s. A. 91 1/2 in. 1.C. Offers. T. Smartwells, Ltd., High St., Northallerton, 773-371

7 1951 Leyland Hippo double-drive 6-wheeler.

1951 Seddon 2-ton van.

1953 Bedford A-type.

Spare Parts and Supplies (contd.)

24 Hour recovery service, six heavy breakdown vehicles available; skilled operating staff. Heavy commercials our speciality; also coaches.

DENNIS GARAGE, LTD., Wisbech. Phone, Wisbech 745.

CHASSIS AND CABS

USED UNITS, Whittlefield, Burnley (phone 2262). Goods chassis and cabs available. 222-970

NEW Vulcan cabs in stock. T. Brown, Home Gardens, Dartford. Phone 3042-3.

REBUILT cabs to fit Leyland and Atkinson, E.R.F., etc.

R. LITTLE, Gillibrant St., Walton-le-Dale, Preston, Lancs. Phone, Preston 5672.

CRANES AND WINCHES

USED UNITS, Whittlefield, Burnley (phone 2262). Vast quantities of new Coles crane spares available from stock, cheap. Write for lists. 222-610

THORNYCROFT Amazon (Coles), reconditioned front, rear axles, radiators, gearboxes. A. R. Lewis, 74 New Summer St., Birmingham, 19. Phone, Aston Cross 1943; after 6 p.m., Harborne 3935.

SURREY, Hants. Very heavy recovery equipment and mobile cranes for hire; 24-hr. service.

D. H. MORGAN (ENGINEERS), Wrecclesham. Phone, Farnham 4143.

EXCELLENT Ransomes 2-ton super mobile crane on solid rubber tyres. Ford 24-h.p. engine, all metal or iron body. Photograph on request. 2473. Norman Walker, Anlaby, Hull.

COLES crane on 6-wheeler Leyland chassis, in excellent condition, ex-Ministry, £650; also Morris 24-ton mobile crane, ex-Ministry, £285. Cardale Garage, 269 Carlton Rd., Nottingham, 52034. 773-xA434

MICHIGAN Model TMCT-16 mobile crane. Robert Dixon, Ltd., Hunsdon Aerodrome, nr. Ware, Herts. Stanstead Abbott 301. 773-316

RANSOMES 2-ton full-slewing crane, mounted on Foden Diesel chassis, in good working order, £425.

COLES mobile 2-ton crane, in good working order, £500.

CHASESIDE 2-ton mobile crane, £165.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 175. 773-253

Cranes and Winches Wanted

WANTED, surplus Coles crane spares. Box CM737. Care of "The Commercial Motor." 775-6530

CUSHIONS AND SEATS

RESTALL BROS., LTD. First-class seats (commercial).

FRONT seats, Austin 132, A35, A40, A50, K4, K6; Commer Cob and 25-cwt.; Morris J2 2-cwt. series (I), (II) and (III); Thames 3, 7-cwt.; ET6 Bedford 10-12-cwt.

REAR passenger, floor-top folding-tipping-bench; Austin A30, A50; Commer 8-cwt.; Thames 5-cwt.; Standard 6-10-12-cwt.; Bedford 10-12-cwt.; Morris 5-12-cwt.

RESTALL BROS., LTD., 31-33 Floodgate St., Birmingham, 5. Phone, Victoria 1693 and 4440.

REAR passenger conversion, fold-the-bench; Austin A30-A35; Commer Cob. Complete, ready for fitting after removal part-floor; instructions included. 773-633

DIESEL CYLINDER HEADS

REPAIRED by electro-deposition at 60 degrees F. Tensile strength greater than original; process as approved A.A. and R.A.C. Electrobond, London, N.17. Bowes Park 9651.

Diesel Cylinder Heads Wanted

WANTED, cylinder head for 6-cylinder side-valve engine for 1933 Leyland Cub. The Agent, Jockey Club Office, Newmarket. Phone 2437. 773-6

DIESEL FUEL PUMPS AND INJECTORS

USED UNITS, Whittlefield, Burnley (phone 2262). Most makes and types available. 773-971

DIFFERENTIALS

USED UNITS, Whittlefield, Burnley (phone 2262). Most makes and models available. 773-972

CROSSROADS COMMERCIALS, LTD. Exchange service for Vulcan E.R.F., Albion KL127, FT3, CX, Leyland, A.E.C., Maudslay, Gildersome, near Leeds. Phone, Morley 444, 602 and 1204. 773-183

E.R.F. Kirkstall diff., Maudslay diff., and Foden diff., £45 each. Good condition. 9 Newthorpe Common, Eastwood, Notts. Langley Mill, Notts. 2623. 773-218

RUSH GREEN MOTORS

Have differentials for most commercial vehicles. Hundreds in stock, and most other spares as well.

LANGLEY, Hitchin, Herts. Phone, Stevenage 175. 773-247

DYNAMOS, STARTERS AND GENERATORS

USED UNITS, Whittlefield, Burnley (phone 2262). Dynamos, starters, most types, petrol and oil. 773-973

BS6 Starters, 12-volt, suitable for Gardner 4, 5 and 6LW new, £15. Martindale, Cross Hall Works, Chorley, Lancs. Phone, Chorley 3504. 773-196

ENGINES (Oil and Petrol)

USED UNITS, Whittlefield, Burnley (phone 2262). Replacements and engine conversions. 773-974

RECONDITIONED Gardner engines for exchange or

outright sale, rebuilt with genuine parts, dynamometer tested and guaranteed. Bristol Motor Co., Ltd., Ashton Gate, Bristol, 3. Phone, Bristol 64013. 773-963

773-8

Spare Parts and Supplies (contd.)

GARDNER Diesel engines, complete overhauls (six months' guarantee); conversions to commercial vehicle and plant, etc., reconditioned engines for sale. Complete vehicle overhauls and chassis alterations.

NORTH DERBYSHIRE ENGINEERING CO., LTD., N Unity Garage, Darley Dale, Derbyshire. Phone 3381. 773-912

SERVICE exchange Gardner 6LW, 5LW and 4LW engines, overhauled to manufacturers' standards, bench-tested and carrying six months' guarantee. Engine changes and top overhauls carried out at week-ends or to suit customers' convenience.

TILSLEY AND LOVATT, LTD., Newstead Trading Estate, Trentham, Stoke-on-Trent. Phone, Stoke-on-Trent 49861.

ALBION engines, exchange scheme. All engines guaranteed. Delivery ex stocks. Leonard Beer and Co. Ltd., Southampton 25750.

LYNX and Cub reconditioned petrol-engined assemblies £30, packed in cases. Perkins P6 dismantled for spares, any parts supplied.

MEADWAY SPARES, Bordesley Green Rd., Birmingham, 9. Victoria 4933. 773-54

PARRS OF LEICESTER

GARDNER OFFICIAL SERVICE AGENTS AND SPARES STOCKISTS.

RECONDITIONED AND BENCH-TESTED SERVICE EXCHANGE ENGINES.

EXCHANGE HEADS, PUMPS, SPRAYERS.

CRANK GRINDING, SLEEVING, WELDING.

A BBEY LANE, LEICESTER.

PHONE 61511. 773-973

SLW Engine, 5-speed box, £100. Langley Mill 3182. 773-129

ALBION 4-cylinder Diesel, new, ex-M.O.S., all accessories. Type EN286B, £350.

ALBION petrol 6-cylinder FT3, reconditioned, all accessories. Ex-M.O.S., £25 each.

MORRIS 4-cylinder 25 h.p., reconditioned, all accessories, £15 each.

A. R. LEWIS, 74 New Summer St., Birmingham, 19. Phone, Aston Cross 1943; after 6 p.m., Harborne 3935. 773-119

PERKINS P6 engine with David Brown 5-speed gearbox, £100. Walkers Filling Station, Ecclesfield, near Sheffield. Phone 5667. 773-129

PELKINS P6 fitted Moss 5-speed overdrive gearbox. Sandon, can be heard running, £120.

NORTHS, Pontefract Rd., Stourton, Leeds, 10. Leeds 6809. 773-150

RECONDITIONED engines for outright sale, complete with starter, dynamo, carburettor, distributor, clutch, etc.

COMMER Q4, petrol, £40.

MORRIS-COMMERCIAL 4-cylinder, 24.8 h.p., £27 10s.

MORRIS-COMMERCIAL 6-cylinder, 25 h.p., £27 10s.

AUSTIN 34-litre o.h.v., £40.

J. T. LEAVESLEY, LTD., Alrewas, Staffordshire. Phone 354. 772-728

A.E.C. 7.7 DIESELS.

WE CAN OFFER 70 ENGINE UNITS, EX-M.O.S., RECONDITIONED THROUGHOUT, WITH ALL ACCESSORIES, IN EXPORT PACKING, AT £200 EACH.

GARDNER 6LW.

ONLY ONE LEFT, RECONDITIONED THROUGHOUT, EX-M.O.S., COMPLETE WITH ALL ACCESSORIES, £30 EACH.

SWORDER (MOTORS), LANE END, HIGH WYCOMBE, BUCKS.

Phone, Lane End 234. 773-6501

GARDNER 6LW crankshafts, cylinder heads, back-plates, injection pumps, crankcases, sumps, etc., all unused. Clowes, Roche Farm, Buxton Rd., Leek. 774-xB202

CHOICE of several Gardner 5-cylinder engines, complete with 5-speed gearboxes, from £125 each; also 6LW engines, from £200 each.

A.E.C. 7.7 and 10.6 from £65 each. We have some good engines in stock.

COLBRO, LTD., Jaw Bone Works, Wood Lane, Rothwell, Leeds. Phone, Rothwell 3258. 774-6513

PERKINS P4 Diesel engine, Bedford fittings, £80. T. J. Richardson and Sons, Ltd., 100 Dudley Rd., East Oldbury, near Birmingham. Phone, Broadwell 1840. 773-100

SELECT your Mercury engines at £17 10s. each from 1,000 Ford V8s in stock. Trade inquiries invited and quotations offered for large quantity purchase. Hayes (Middlesex) Trading, Ltd., Charlville Lane, Hayes. Hayes 4460. 773-357

A.E.C. 7.7, in excellent condition, late-type block, etc., cheap to clear. 16 Hempsill Lane, Bulwell, Nottingham. Phone 271151. 774-x433

GARDNER 6LW engine complete with pumps, injectors, etc., overhauled, new crank and camshafts, blocks, heads and pistons fitted, unused since overhaul, £350. Diesel Repairs (Liverpool), Ltd., Breckfield Rd., North Liverpool. 774-x442

A.E.C. 7.7, 202, fit David Brown gearbox, in perfect order, complete, £100; Leyland 7.6, 202, fit David Brown gearbox, in perfect order, complete, £75. Dixon, Ransome, Ltd., Northampton. Phone 5850. 773-x424

GARDNER 6LW engine, can be heard running, £165. Leyland 7.4 engines, with dynamo and starter, in excellent condition, can be heard running, £175. Cardale Garage, 269 Carlton Rd., Nottingham 52034. 773-xC434

Spare Parts and Supplies (contd.)

J. W. HARDWICKE AND SONS.

GARDNER 4LW reconditioned engines, 4, 5, 6LW Gardner, complete engines and spares. COX LANE, Ewell, Surrey. Ewell 1230. 773-348

OIL engines and spares, complete Leyland PS1, 7.4-litre and 8.6-litre; A.E.C. 7.7-litre and 8.8-litre; Gardner 5LW. CHARLES COPPOCK, LTD., The Garage, Elm Grove, Cross St., S.a.e., Cheshire. Phone, Sale 5633. 773-427

P4 and David Brown box, ex Seddon 1951 2-toner, 7.7 A.E.C. in good order, £100.

5LW With box, ex Studebaker 6 by 4, £125.

5 SPEED boxes, ex A.E.C. 7.7 and Gardner, from £85.

9 NEWTHORPE COMMON, Eastwood, Notts. Phone, Langley Mill 2623. 773-240

RUSH GREEN MOTORS for all oil engines. Gardner 4, 5 and 6LW, Perkins P4, P6 and P10, A.E.C. 7.7, Leyland 4 and 6-cylinder, Daimler 4 and 6-cylinder; AEC 4 and 6-cylinder; Ford 4D, and 6-cylinder.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 175. 773-240

CROSSROADS COMMERCIALS, LTD., Gardner 4, 5 and 6LW, A.E.C. 7.7, Perkins P6. Gildersome, near Leeds. Phone, Morley 444, 602 and 1204. 773-185

G. H. GROVES AND SONS, LTD., Windsor Avenue, London, S.W.19. Phone, Liberty 3476. 773-430

Engines Wanted

WANTED, Good selection new surplus parts for Gardner 6LW engines. Offers to Box CM687. Hull 771-717

DODGE ex-W.D. T110L, must be new.

GARDNER 4LW with crash gearboxes.

G. H. GROVES AND SONS, LTD., Windsor Avenue, London, S.W.19. Phone, Liberty 3476. 773-430

ENGINE RECONDITIONING

HAZLEMERE MOTOR CO. (WALTHAM ABBEY), LTD., Diesel and petrol-engine reconditioning service, conversions from petrol to Diesel for all types of heavy vehicles, fuel injector pumps reconditioned or recalibrated, exchange injection service. Collection and delivery London, Herts and Essex. Phone, Waltham Cross 2275-6-7.

BRISTOL MOTOR CO. LTD., Ashton Gate, Bristol, 3. Diesel- and petrol-engine reconditioning service. Largest-size engines handled. Complete engines or sub-assemblies on spares. Complete engine reconditioning, including metal spraying, etc. Collection and delivery large area West Country. Phone, Bristol 64013. 772-0598

JOHNSON-ROBERTS, LTD., Specialists in crankshaft regressing, cylinder boring, sleeving and valve-seat inserting, connecting-rods remelted and machined, main bearing line bored, surface grinding, metal spraying, exhaust Baffling, high port, high compression, etc. Complete engines of some popular types. Stockists of Hepolite pistons, liners, Cord and Duaflex rings, Glacier blocks, etc., etc. Prices and trade discount allowed; exchange service, ground cracking, bearing breakage. W. Johnson-Roberts, Ltd., 12 Pembroke Rd., Hornsey, N.8. Phone, Mountview 0111-4.

GARAGE EQUIPMENT

ONE portable battery charging unit, 3 circuits, very good condition, £30. Stevens, 163 Chase Cross Rd., Romford (46942), Essex. 773-286

GEARBOXES

USED UNITS, Whittlefield, Burnley (phone 2262). Main and auxiliary gearboxes for most makes. 773-975

CROSSROADS COMMERCIALS, LTD., Exchange service for David Brown 4- and 5-speed Vulcan, A.E.C., Leylands, Dennis, Gildersome near Leeds. Phone, Morley 444, 602 and 1204. 773-185

JACKS

LARGE quantity of good 2-ton-capacity vehicle jacks for disposal by Lake and Elliott, 7 in. high when down, 8 in. lift, price 7s 6d. each.

THOS. W. WARD, LTD., Albion Works, Sheffield. Phone 26311, ext. 305. 774-6516

LORRY ROPES

EX-GOVERNMENT unused 90-ft. coils, 14-in. circumference, 15s. 6d. post paid, 150s. dozen; 2-in. 25s. 25s. Ruralcraft, Woodley, Reading.

MACHINERY, TOOLS AND PLANT

MOBILE work benches as supplied Air Ministry, 3. Campbell Park, Childwell Valley Rd., Liverpool. 772-876

MUDGUARDS

USED UNITS, Whittlefield, Burnley (phone 2262). Steel and glass-fibre mudguards, 32 by 6, 34 by 7, 36 by 8 singles and twins, also tandem mudguards. 772-976

NEW heavy-gauge rear mudguards, 32 by 6, 34 by 7, 36 by 8, 40 by 8, singles or twin, latest pattern; immediate delivery. Woodfield and Turner, Ltd., Nairne St., Burnley. Phone 3065. 772-722

PETROL DYE

APEX dyes eliminate pilling, safe, certain and inexpensive. Write with confidence to Apex Chemicals, 36-38 New Broad St., London, E.C.2. 772-646

PLATING

HEADLAMP reflectors plated in pure silver, amazing brittleness, day-day service, 4 each, 10s. 6d. each. Cork seals, 6d. each. Bubbs, 3d. each; state type. Send P.O. R. Packer, 169 Hotwell Rd., Bristol, 8. 772-831

Spare Parts and Supplies (contd.)

PORTABLE POWER TOOLS

NEW, used, bought, sold, exchanged. Terms. Hall Drysdale and Co., Ltd., 58 Commerce Rd., Wood Green, London, N.22. Bow 7221. 774-6345

RADIATORS

USED UNITS, Whittlefield, Burnley (phone 2262). Serviceable, used radiators, suitable most makes of commercial vehicles. 774-6377

NELSON RADIATORS, LTD., repairs or exchanges all types. The following radiators are in stock for immediate exchange: A.E.C., Austin, Bedford, Commer, Dennis, Dodge, Ford, Humber, Leyland, Morris, Seddon, Standard, Talbot, Vauxhall, 411-413, The Arches, Ilford Rd., Camberwell, S.E.5. Brixton 5231, 5937.

1 Albion CX reconditioned radiator. Moneta Motors, 16 Tindale St., Poplar, E.14. East 1132. 773-386

FODEN radiators, new case, aluminium. Martindale, Cross Hall Works, Chorley, Lancs. Phone, Chorley 3504.

REPAIRERS

CARLTON FORGE for service. Specialists in resetting, retamping and strengthening springs. 2-day service. Edware Rd., Cricklewood, N.W.2. Gladstones 2242-3-4. 772-730

ROAD AND STORAGE TANKS

2,000-GAL. road tank, four compartments, complete with dipsticks, catwalks, etc., ex-petroleum company. Crossroads Commercial, Ltd., Gildersome, near Leeds. Phone, Morley 444, 602 or 1204. 774-632

ROAD SPRINGS

LARKIN FORGE, LTD., Springs Works, Springfield Rd., Chesham, Bucks. Phone, Chesham 8902-3. Manufacturers and repairers of laminated road springs for passenger, heavy transport and private vehicles. 784-6322

USED UNITS, Whittlefield, Burnley (phone 2262). Springs suitable for all makes and types of commercial vehicles. 774-6378

MANUFACTURERS and repairers of laminated springs, specialists in heavy-duty and helper springs; speedy repair service. Metropolitan Springs, Ltd., 19 Slchester Rd., W.10. Ladbrooke 4503.

HELPER springs and new heavy-duty main lorry springs. B.B. Sales, Ltd., 88 Clapham Rd., London, S.W.9. Reliance 2512.

WEST LONDON REPAIR CO., LTD., Phone, Wim 616-7. Repaired or manufactured, all springs tested for static load and rate of def. 56a Hammersmith St., W.6. 774-639

ROLLER SHUTTERS

SHUTTERS in wood, steel or aluminium, rapid delivery. Taylor's Shutters, Syston, Leicester. 774-694

ROPE TIGHTENERS

THE Lomas Lightning Rope Tightener, tighten your load in 1 min., even on the darkest night. Only 37s. 6d. per pair, handle 3d. 9d. Send for particulars.

A. LOMAS, Patentee and Sole Distributors, Laughton, A. Sheffield. Dinnington 327. 774-949

SAFETY GLASS

TRIPLEX supplied and fitted while you wait. 490 Nelson Lane, N.W.10. Dollis Hill 811-1. Colmore Rd., S.E.1. New Cross 3856. Rear of 7 Savoy Parade, Enfield 3101. Guildford 2940. High St., Taunton 2993. D. W. Price and Sons, Ltd. 774-967

TRIPLEX "Fitted while you wait." British Steel Frame Co., Bishopsgate 9611-3. See Windscreens. 774-618

SHOCK ABSORBERS

SORBER ACCESSORIES, LTD., specialists in commercial units, reconditioned or supplied. 16a Osten Mews, S.W.7. Fremantle 9323. 774-518

10 Tons Girling, Lucas, new with linkages, £25 a ton. A. R. LEWIS, 74 New Summer St., Birmingham, 19. A. Phone, Aston Cross 1943; after 6 p.m., Harborne 3935. 773-121

SILENCERS

SERVAIS straight-through silencers to fit all, petrol and Diesel commercial vehicles, increase power and save fuel. Immediate delivery of popular types. Servais Silencers, Ltd., Ashton Rd., London, N.W.2. Gladstones 0023 (three lines). 773-416

SPEEDOMETERS AND MILEAGE RECORDERS

SPEEDOMETER SUPPLY CO., LTD., Repairs. 34 Shelton St., Long Acre, London, W.C.2. Covent Garden 2666-7. (Established 1912.) 774-924

REPAIRS and rebuilt exchange speedometers. All types of flexible driven or clocked. Prompt service. Auto Tempo Meter Co., 140-2 King's Cross Rd., London, W.C.1. Terminus 0633-4. 774-661

TARPOULINS

"STORMTITE" lorry covers. "The Tilt for the Job." For details please write or phone the manufacturers, F. G. CO., Ltd., 100 Bedford Works, Ipswich. Phone 2194. (Representative will call if desired.) 774-793

SATISITE-PROOFED tarpaulins give absolute protection. Strong cotton, tinned or galvanised; price on application; no extra, finished sizes. Write for samples. Liverpool Patent Tarpaulin Co., 8-10 Lancelot's Hey, Liverpool. 774-636

TIME RECORDERS

RECORDING speedometers completely check vehicle performance and we shall be glad to send details of the range of models we can supply. Easily fitted and will show big savings in fuel, tyres, maintenance, accident costs, etc. Speedograph, Ltd., 75 Temple Rd., Cowley, Oxford. 774-836

Spare Parts and Supplies (contd.)

SERVIS recorder registers automatically the exact running and standing times of vehicles. Every minute of every journey is accounted for clearly on a simple, tamper-proof chart.

REDUCTION of running costs follows inevitably when journeys are faced with maintenance with maximum efficiency.

IT is a good idea to write for descriptive literature to—

SERVIS RECORDERS, LTD., 19 London Rd., Gloucester. Phone, Gloucester 24125. 772-797

SEVERAL Service recorders in good condition for sale at reasonable prices.

INMAN, Stone Merchant, Warminster 2214, Wilts. 774-6498

TIPPING GEARS

EDBRO B AND E TIPPERS, LTD.

BRITAIN'S largest manufacturers of tipping gears and heavy dump equipment, end- and 3-way tipping gears, bodies in timber or steel, also conversions: hydraulics for farm equipment, etc. Head office and works: Quebec St., Bolton. Phone, Bolton 5210. London Depot: 264 Goldhawk Rd., W.12. Phone, Shepherd's Bush 788-783. 774-0867

BOX NUMBER ADVERTISEMENTS

Are available to advertisers for an extra charge of 3/6.

REPLIES are forwarded immediately upon receipt and all received up to 5 p.m. despatched the same day.

URGENT REPLIES may be sent by telephone or telegram and readers should telephone Terminus 3636 for this service.

BOX NUMBERS should be copied accurately, printed clearly, and envelopes addressed correctly to "The Commercial Motor," Bowling Green Lane, London, E.C.1.

MONEY SHOULD NEVER BE ENCLOSED WITH REPLIES TO BOX NUMBER ADVERTISEMENTS

PILOT WORKS, LTD.

HYDRAULIC TIPPING GEARS, 3-18 TONS. SPECIALISTS IN ALLOY, STEEL AND WOODEN BODIES.

PILOT WORKS, LTD.

MANCHESTER ROAD, BOLTON. Phone, 5545-6-7.

LONDON OFFICE: 3 Southampton Place, W.C.1. Phone, Chancery 5130. 774-0683

PILOT tipping-gear spares. Full range of parts always in stock at—

COACHWORKS, LTD., 24a St. Marks Rd., North Kensington, London, W.10. Phone, Ladbrooke 0493, 1768. 774-692

NEW single and double-ram gears for Bedford and 3-ton truck-vehicles. Edbro, Pilot and Weston, in stock. Weston Shakers, Ltd., 56-60 Broad St., Sheffield, 2. Phone, 2031 (four lines). Gears sent anywhere, quick service. 772-768

SPENBOROUGH tipper, power, hydraulic, handcart, S- or 3-way. We manufacture the most comprehensive range; specialists in wood or steel bodies; we can convert your truck into a tipper. Full particulars from Spenborough Eng. Co., Ltd., Heckmondwike, Yorks, or from Maser, B.B. Sales, Ltd., 88 Clapham Rd., London, S.W.9. 774-858

WELFORD ENGINEERING (OLDBURY), LTD., HAINGE ROAD, TIVIDALE, TIVITON. THE LARGEST STOCKISTS OF NEW GEARS AND SPARE PARTS REPLACEMENTS IN THE MIDLANDS.

DISPATCHES TO ALL DISTRICTS.

PHONE, TIPTON 2721-2.

FOR SERVICE. 772-672

MILLSHAW TIPPING GEAR CO. Hydraulic and screw gears, all types of power take-off units, all models. Birch Lane, Bradford. Phone 27620. 773-808

MILLSHAW tipping gears. Inquiries to Birch Lane, Bradford.

August 22, 1958—THE COMMERCIAL MOTOR 77
(Supplement)

Spare Parts and Supplies (contd.)

EDWARDS twin-ram tipper and 15-ft. steel body, £100. Langley Mill 3182. 773-125

ANTHONY agents for East Anglia. Pilot official on all types of tipping gear conversions, bodies built and calibrated to customer's specifications. W. Anthony and Co., Ltd., Sudbury, Suffolk. Phone 2806. 783-6526

WESTON tipping gear.

MAIN agents, London, Home and Southern Counties, units. Full service facilities and large stock of replacement units.

QUOTATIONS for complete rebuilds, including steel bodies, 3 to 7 cu. yds.

CONSULT US on all tipping-gear problems.

SOUTHERN ENGINEERING CO. (WIMBLEDON), LTD., Victoria Crescent, S.W.19. Phone, Liberty 2497-8. 773-641

TYRES AND TUBES

TYRES, CASH OR TERMS.

We stock every size and make in new and remoulds (ordinary or Town and Country).

Large stocks of part-worn and obsolete tyres. Buckland batteries from 77s. 6d.

TOOTING TYRE SERVICE, LTD.

Dept. C, 648-660 Garratt Lane, S.W.17. Wim 8711-2. Also at 27 Greenwich South Street, S.E.10. Gre 5198. Open 8.30-6. Sunday (Tooting only) 10-1. 772-667

TYRES! Remoulds (without casing exchange), 1,000 used tyres, tubes and wheels, all types, modern and obsolete. Cook, 589 Stapleton Rd., Eastville, Bristol. Phone 58312. 774-668

TYRES. Genuine bargains at prices less than half original cost! Ex-Government surplus tyres, slightly used or remoulded, in motorcycle, car and commercial sizes. Every tyre tested and sold under money-back guarantee policy. Write, phone or call for quotations. G.T.R. Tyre Services, Wakefield Rd., Netherthorpe, Liver. 772-819

CLOAPTTON TYRE SERVICE for sound, part-used tyres. 32 x 6 T.T., 658, 32 x 6 H.D., 80s.; 34 x 7, 8.25 x 10, 100s.; 36 x 900 x 20, 115s.; 90 x 16, 15.50 x 16, 100s.; 115 x 20, 135s.; 13, 60s. Money refunded if tyres not approved. Send cash with order. 160 Cricklewood Rd., Cricklewood, London, E.5. Phone, Amb 7073. 772-614

11.00 X 20, 10.50 x 16, as new, with moulding, also part-used tyre and wheel assemblies. Cundey and Stewart, Ltd., Alfreton, Derbyshire. Phone, Leabrook 477. 774-654

TYREPRIM rim and anti-adhesive stops rusted-on tyres. Always prompt. Beware injurious substitutes. 774-955

H.P. Or cash terms.

ALL makes supplied, low deposit. Free fitting or delivery. Write or phone.

J.C.B. TYRE DISTRIBUTORS, LTD., 18 Calford Gardens, London, S.W.3. Kai 4587-8. 772-723

Tyres and Tubes Wanted

WANTED, tyres of all types and sizes, spot cash. W. H. Matthews, Ltd., 97 Stockwell Rd., London, S.W.9. Br 2026. 774-910

TYRES, tubes, all sizes, new, remould, second-hand. The British Rubber Co., Ltd., Haildon, Yorks. Shipton 55427. 774-693

WELDING

ANGELL AND WILLIAMS (PECKHAM), LTD., 186a S.E.1. specialists in welding, repairs to defective crankcases, block heads, gearboxes, etc.

TRAFLAGAR BRIDGE WORKS, Sumner Rd., London, S.E.15. Rodney 3559. 772-938

WHEELS

BEDFORD, Commer, A.E.C., Ford and most others.

Also wide base conversion sets, 20,000 in stock.

TURNER AND DUGGINS, Southfield Paddocks, Pope's Lane, Ealing, W.5. Ealing 4296. 772-643

USED UNITS, Whittlefield, Burnley (phone 2262). All makes and types in stock.

14.00 X 20 WHEEL ASSEMBLIES

(WHEEL, TYRE AND TUBE, TRACK GRIP OR STANDARD TREAD,

ONLY £35 EACH.

J. T. LEAVESLEY, LTD.

ALREWAS, STAFFORDSHIRE.

Phone 354. 773-213

ARKIN FORGE, LTD., Springfield Works, Springfield Rd., Chesham, Bucks (phone, Chesham 89023), undertake to repair, rebuild or convert to specific requirements wheels of all types with slot-blank and colour finish. 774-6323

WHEELBASE EXTENSIONS

BACCO wheelbase extensions for new, used, including ex-W.D. Austin, Bedford, Commer, Dodge, Ford, Guy, etc. Baco Patents, Ltd., 327-329 High Rd., Chiswick, W.4. Chiswick 2286-7. 774-888

WINDSCREENS

WINDSCREEN assemblies, half-drops, sliding windows, and quick frame repair and reglazing service. British Steel Frame Co., Ltd., 203 Cambridge Heath Rd., London, E.2. Bishopsgate 9611-2. Cambridge Heath Rd., London, E.2. Bishopsgate 9611-2. 772-619

A59

MISCELLANEOUS ADVERTISEMENTS

AUCTIONS

GODDARD, DAVISON AND SMITH, LTD.
THE AUCTION HALLS.
PUTNEY BRIDGE APPROACH, S.W.6.
Renown 6101-3.

**SALES EVERY MONDAY
OF
COMMERCIAL VEHICLES
OF ALL DESCRIPTIONS.**
ENTRIES ACCEPTED EVERY WEDNESDAY.

222-579

IMPORTANT VEHICLE SALE.

E.R.

By Order of the Minister of Supply.
M.O.S. STORAGE DEPOT, RUDDINGTON
(five miles south of Nottingham on the
main Nottingham-Loughborough road).

WALKER, WALTON AND HANSON
(in association with
TURNER, FLETCHER AND ESSEX
and
RICHARDSON AND LINNELL)
will SELL BY AUCTION on
MONDAY, TUESDAY, WEDNESDAY, THURSDAY
and FRIDAY,
SEPTEMBER 8, 9, 10, 11 and 12, 1958 at 10.30 a.m.
each day.
APPROXIMATELY

**3,400 MOTOR VEHICLES,
CIVIL ENGINEERING PLANT,
TRAILERS AND MOTOR CYCLES, etc.**
also

PLANT ANCILLARIES AND SPARES
(lying in M.O.S. Storage Depot, Ruddington, 72 "B" Vehicle Depot, Market Harborough, Leics, Central Vehicle Depot, Foxton, Derby, 12 "B" Vehicle Depot, Ashchurch, Glos, Central Vehicle Depot, Sudbury, Derby, Ministry of Supply Sub-Depot, Atcham, Shropshire, including:

SALOTS AND ESTATE CARS (100 Morris Minors, Ford Anglia, Popular, 1000 and 1100, 1200 and 1300, 1400 and 1500, 1600, 1700, 1800, 2000, 2100, 2200, 2300, 2400, 2500, 2600, 2700, 2800, 2900, 3000, 3100, 3200, 3300, 3400, 3500, 3600, 3700, 3800, 3900, 4000, 4100, 4200, 4300, 4400, 4500, 4600, 4700, 4800, 4900, 5000, 5100, 5200, 5300, 5400, 5500, 5600, 5700, 5800, 5900, 6000, 6100, 6200, 6300, 6400, 6500, 6600, 6700, 6800, 6900, 7000, 7100, 7200, 7300, 7400, 7500, 7600, 7700, 7800, 7900, 8000, 8100, 8200, 8300, 8400, 8500, 8600, 8700, 8800, 8900, 9000, 9100, 9200, 9300, 9400, 9500, 9600, 9700, 9800, 9900, 10000, 10100, 10200, 10300, 10400, 10500, 10600, 10700, 10800, 10900, 11000, 11100, 11200, 11300, 11400, 11500, 11600, 11700, 11800, 11900, 12000, 12100, 12200, 12300, 12400, 12500, 12600, 12700, 12800, 12900, 13000, 13100, 13200, 13300, 13400, 13500, 13600, 13700, 13800, 13900, 14000, 14100, 14200, 14300, 14400, 14500, 14600, 14700, 14800, 14900, 15000, 15100, 15200, 15300, 15400, 15500, 15600, 15700, 15800, 15900, 16000, 16100, 16200, 16300, 16400, 16500, 16600, 16700, 16800, 16900, 17000, 17100, 17200, 17300, 17400, 17500, 17600, 17700, 17800, 17900, 18000, 18100, 18200, 18300, 18400, 18500, 18600, 18700, 18800, 18900, 19000, 19100, 19200, 19300, 19400, 19500, 19600, 19700, 19800, 19900, 20000, 20100, 20200, 20300, 20400, 20500, 20600, 20700, 20800, 20900, 21000, 21100, 21200, 21300, 21400, 21500, 21600, 21700, 21800, 21900, 22000, 22100, 22200, 22300, 22400, 22500, 22600, 22700, 22800, 22900, 23000, 23100, 23200, 23300, 23400, 23500, 23600, 23700, 23800, 23900, 24000, 24100, 24200, 24300, 24400, 24500, 24600, 24700, 24800, 24900, 25000, 25100, 25200, 25300, 25400, 25500, 25600, 25700, 25800, 25900, 26000, 26100, 26200, 26300, 26400, 26500, 26600, 26700, 26800, 26900, 27000, 27100, 27200, 27300, 27400, 27500, 27600, 27700, 27800, 27900, 28000, 28100, 28200, 28300, 28400, 28500, 28600, 28700, 28800, 28900, 29000, 29100, 29200, 29300, 29400, 29500, 29600, 29700, 29800, 29900, 30000, 30100, 30200, 30300, 30400, 30500, 30600, 30700, 30800, 30900, 31000, 31100, 31200, 31300, 31400, 31500, 31600, 31700, 31800, 31900, 32000, 32100, 32200, 32300, 32400, 32500, 32600, 32700, 32800, 32900, 33000, 33100, 33200, 33300, 33400, 33500, 33600, 33700, 33800, 33900, 34000, 34100, 34200, 34300, 34400, 34500, 34600, 34700, 34800, 34900, 35000, 35100, 35200, 35300, 35400, 35500, 35600, 35700, 35800, 35900, 36000, 36100, 36200, 36300, 36400, 36500, 36600, 36700, 36800, 36900, 37000, 37100, 37200, 37300, 37400, 37500, 37600, 37700, 37800, 37900, 38000, 38100, 38200, 38300, 38400, 38500, 38600, 38700, 38800, 38900, 39000, 39100, 39200, 39300, 39400, 39500, 39600, 39700, 39800, 39900, 40000, 40100, 40200, 40300, 40400, 40500, 40600, 40700, 40800, 40900, 41000, 41100, 41200, 41300, 41400, 41500, 41600, 41700, 41800, 41900, 42000, 42100, 42200, 42300, 42400, 42500, 42600, 42700, 42800, 42900, 43000, 43100, 43200, 43300, 43400, 43500, 43600, 43700, 43800, 43900, 44000, 44100, 44200, 44300, 44400, 44500, 44600, 44700, 44800, 44900, 45000, 45100, 45200, 45300, 45400, 45500, 45600, 45700, 45800, 45900, 46000, 46100, 46200, 46300, 46400, 46500, 46600, 46700, 46800, 46900, 47000, 47100, 47200, 47300, 47400, 47500, 47600, 47700, 47800, 47900, 48000, 48100, 48200, 48300, 48400, 48500, 48600, 48700, 48800, 48900, 49000, 49100, 49200, 49300, 49400, 49500, 49600, 49700, 49800, 49900, 50000, 50100, 50200, 50300, 50400, 50500, 50600, 50700, 50800, 50900, 51000, 51100, 51200, 51300, 51400, 51500, 51600, 51700, 51800, 51900, 52000, 52100, 52200, 52300, 52400, 52500, 52600, 52700, 52800, 52900, 53000, 53100, 53200, 53300, 53400, 53500, 53600, 53700, 53800, 53900, 54000, 54100, 54200, 54300, 54400, 54500, 54600, 54700, 54800, 54900, 55000, 55100, 55200, 55300, 55400, 55500, 55600, 55700, 55800, 55900, 56000, 56100, 56200, 56300, 56400, 56500, 56600, 56700, 56800, 56900, 57000, 57100, 57200, 57300, 57400, 57500, 57600, 57700, 57800, 57900, 58000, 58100, 58200, 58300, 58400, 58500, 58600, 58700, 58800, 58900, 59000, 59100, 59200, 59300, 59400, 59500, 59600, 59700, 59800, 59900, 60000, 60100, 60200, 60300, 60400, 60500, 60600, 60700, 60800, 60900, 61000, 61100, 61200, 61300, 61400, 61500, 61600, 61700, 61800, 61900, 62000, 62100, 62200, 62300, 62400, 62500, 62600, 62700, 62800, 62900, 63000, 63100, 63200, 63300, 63400, 63500, 63600, 63700, 63800, 63900, 64000, 64100, 64200, 64300, 64400, 64500, 64600, 64700, 64800, 64900, 65000, 65100, 65200, 65300, 65400, 65500, 65600, 65700, 65800, 65900, 66000, 66100, 66200, 66300, 66400, 66500, 66600, 66700, 66800, 66900, 67000, 67100, 67200, 67300, 67400, 67500, 67600, 67700, 67800, 67900, 68000, 68100, 68200, 68300, 68400, 68500, 68600, 68700, 68800, 68900, 69000, 69100, 69200, 69300, 69400, 69500, 69600, 69700, 69800, 69900, 70000, 70100, 70200, 70300, 70400, 70500, 70600, 70700, 70800, 70900, 71000, 71100, 71200, 71300, 71400, 71500, 71600, 71700, 71800, 71900, 72000, 72100, 72200, 72300, 72400, 72500, 72600, 72700, 72800, 72900, 73000, 73100, 73200, 73300, 73400, 73500, 73600, 73700, 73800, 73900, 74000, 74100, 74200, 74300, 74400, 74500, 74600, 74700, 74800, 74900, 75000, 75100, 75200, 75300, 75400, 75500, 75600, 75700, 75800, 75900, 76000, 76100, 76200, 76300, 76400, 76500, 76600, 76700, 76800, 76900, 77000, 77100, 77200, 77300, 77400, 77500, 77600, 77700, 77800, 77900, 78000, 78100, 78200, 78300, 78400, 78500, 78600, 78700, 78800, 78900, 79000, 79100, 79200, 79300, 79400, 79500, 79600, 79700, 79800, 79900, 80000, 80100, 80200, 80300, 80400, 80500, 80600, 80700, 80800, 80900, 81000, 81100, 81200, 81300, 81400, 81500, 81600, 81700, 81800, 81900, 82000, 82100, 82200, 82300, 82400, 82500, 82600, 82700, 82800, 82900, 83000, 83100, 83200, 83300, 83400, 83500, 83600, 83700, 83800, 83900, 84000, 84100, 84200, 84300, 84400, 84500, 84600, 84700, 84800, 84900, 85000, 85100, 85200, 85300, 85400, 85500, 85600, 85700, 85800, 85900, 86000, 86100, 86200, 86300, 86400, 86500, 86600, 86700, 86800, 86900, 87000, 87100, 87200, 87300, 87400, 87500, 87600, 87700, 87800, 87900, 88000, 88100, 88200, 88300, 88400, 88500, 88600, 88700, 88800, 88900, 89000, 89100, 89200, 89300, 89400, 89500, 89600, 89700, 89800, 89900, 90000, 90100, 90200, 90300, 90400, 90500, 90600, 90700, 90800, 90900, 91000, 91100, 91200, 91300, 91400, 91500, 91600, 91700, 91800, 91900, 92000, 92100, 92200, 92300, 92400, 92500, 92600, 92700, 92800, 92900, 93000, 93100, 93200, 93300, 93400, 93500, 93600, 93700, 93800, 93900, 94000, 94100, 94200, 94300, 94400, 94500, 94600, 94700, 94800, 94900, 95000, 95100, 95200, 95300, 95400, 95500, 95600, 95700, 95800, 95900, 96000, 96100, 96200, 96300, 96400, 96500, 96600, 96700, 96800, 96900, 97000, 97100, 97200, 97300, 97400, 97500, 97600, 97700, 97800, 97900, 98000, 98100, 98200, 98300, 98400, 98500, 98600, 98700, 98800, 98900, 99000, 99100, 99200, 99300, 99400, 99500, 99600, 99700, 99800, 99900, 100000, 100100, 100200, 100300, 100400, 100500, 100600, 100700, 100800, 100900, 101000, 101100, 101200, 101300, 101400, 101500, 101600, 101700, 101800, 101900, 102000, 102100, 102200, 102300, 102400, 102500, 102600, 102700, 102800, 102900, 103000, 103100, 103200, 103300, 103400, 103500, 103600, 103700, 103800, 103900, 104000, 104100, 104200, 104300, 104400, 104500, 104600, 104700, 104800, 104900, 105000, 105100, 105200, 105300, 105400, 105500, 105600, 105700, 105800, 105900, 106000, 106100, 106200, 106300, 106400, 106500, 106600, 106700, 106800, 106900, 107000, 107100, 107200, 107300, 107400, 107500, 107600, 107700, 107800, 107900, 108000, 108100, 108200, 108300, 108400, 108500, 108600, 108700, 108800, 108900, 109000, 109100, 109200, 109300, 109400, 109500, 109600, 109700, 109800, 109900, 110000, 110100, 110200, 110300, 110400, 110500, 110600, 110700, 110800, 110900, 111000, 111100, 111200, 111300, 111400, 111500, 111600, 111700, 111800, 111900, 112000, 112100, 112200, 112300, 112400, 112500, 112600, 112700, 112800, 112900, 113000, 113100, 113200, 113300, 113400, 113500, 113600, 113700, 113800, 113900, 114000, 114100, 114200, 114300, 114400, 114500, 114600, 114700, 114800, 114900, 115000, 115100, 115200, 115300, 115400, 115500, 115600, 115700, 115800, 115900, 116000, 116100, 116200, 116300, 116400, 116500, 116600, 116700, 116800, 116900, 117000, 117100, 117200, 117300, 117400, 117500, 117600, 117700, 117800, 117900, 118000, 118100, 118200, 118300, 118400, 118500, 118600, 118700, 118800, 118900, 119000, 119100, 119200, 119300, 119400, 119500, 119600, 119700, 119800, 119900, 120000, 120100, 120200, 120300, 120400, 120500, 120600, 120700, 120800, 120900, 121000, 121100, 121200, 121300, 121400, 121500, 121600, 121700, 121800, 121900, 122000, 122100, 122200, 122300, 122400, 122500, 122600, 122700, 122800, 122900, 123000, 123100, 123200, 123300, 123400, 123500, 123600, 123700, 123800, 123900, 124000, 124100, 124200, 124300, 124400, 124500, 124600, 124700, 124800, 124900, 125000, 125100, 125200, 125300, 125400, 125500, 125600, 125700, 125800, 125900, 126000, 126100, 126200, 126300, 126400, 126500, 126600, 126700, 126800, 126900, 127000, 127100, 127200, 127300, 127400, 127500, 127600, 127700, 127800, 127900, 128000, 128100, 128200, 128300, 128400, 128500, 128600, 128700, 128800, 128900, 129000, 129100, 129200, 129300, 129400, 129500, 129600, 129700, 129800, 129900, 130000, 130100, 130200, 130300, 130400, 130500, 130600, 130700, 130800, 130900, 131000, 131100, 131200, 131300, 131400, 131500, 131600, 131700, 131800, 131900, 132000, 132100, 132200, 132300, 132400, 132500, 132600, 132700, 132800, 132900, 133000, 133100, 133200, 133300, 133400, 133500, 133600, 133700, 133800, 133900, 134000, 134100, 134200, 134300, 134400, 134500, 134600, 134700, 134800, 134900, 135000, 135100, 135200, 135300, 135400, 135500, 135600, 135700, 135800, 135900, 136000, 136100, 136200, 136300, 136400, 136500, 136600, 136700, 136800, 136900, 137000, 137100, 137200, 137300, 137400, 137500, 137600, 137700, 137800, 137900, 138000, 138100, 138200, 138300, 138400, 138500, 138600, 138700, 138800, 138900, 139000, 139100, 139200, 139300, 139400, 139500, 139600, 139700, 139800, 139900, 140000, 140100, 140200, 140300, 140400, 140500, 140600, 140700, 140800, 140900, 141000, 141100, 141200, 141300, 141400, 141500, 141600, 141700, 141800, 141900, 142000, 142100, 142200, 142300, 142400, 142500, 142600, 142700, 142800, 142900, 143000, 143100, 143200, 143300, 143400, 143500, 143600, 143700, 143800, 143900, 144000, 144100, 144200, 144300, 144400, 144500, 144600, 144700, 144800, 144900, 145000, 145100, 145200, 145300, 145400, 145500, 145600, 145700, 145800, 145900, 146000, 146100, 146200, 146300, 146400, 146500, 146600, 146700, 146800, 146900, 147000, 147100, 147200, 147300, 147400, 147500, 147600, 147700, 147800, 147900, 148000, 148100, 148200, 148300, 148400, 148500, 148600, 148700, 148800, 148900, 149000, 149100, 14

Miscellaneous Advertisements (contd.)

VAUXHALL-BEDFORD main dealer. Home Counties, requires manager for commercial vehicle depot, experienced, to enable control all departments including body-building. Write in confidence, Box CM719, care of "The Commercial Motor" 773-63

TRANSPORT manager required for large and expanding manufacturing concern with several depots throughout the country. Experience essential for the postman. Previous experience essential. Please give giving full details to Box CM735, care of "The Commercial Motor" 773-35

TRAFFIC and routing clerk required by heavy haulage company in north-west London, man with experience preferred. Write, giving full details, to Box CM731, care of "The Commercial Motor" 774-6537

COMMERCIAL vehicle salesman required for B.M.C. organisation in Lancashire, industrial area, must have proved ability and reliable of sales commercial vehicle department in due course, transport provided, salary and commission, excellent opportunity for man with initiative. Write giving full details. (Flair available if required.) Box CM734, care of "The Commercial Motor" 773-34

TRAFFIC manager and outside representative required with connections to Midlands and North, for existing progressive firm in South London. State details, experience, wages etc. Strictly confidential. Box CM736, care of "The Commercial Motor" 773-30

COMMERCIAL-VEHICLE sales manager, experience essential. Good salary and commission. N.W. London. Write, stating previous experience to Box CM732, care of "The Commercial Motor" 774-6540

PARTS storekeeper required, preferably with Vauxhall-Bedford experience (City area). Applications by confidential. Box CM673, care of "The Commercial Motor" 773-443

COMMERCIAL-VEHICLE salesman required: experience essential, remuneration on salary, expenses and commission basis. Apply in first instance to W. Harold Ferry, Ltd., Station Bridge, Westcliff, Middx. 773-436

STORAGE ACCOMMODATION

STORAGE and redistribution, 10,000 sq. ft. available for all goods, damp-proofed floors, inspection invited. Kitchens (Transport), Ltd., Wimborne. Dodey 233-4

STORAGE and redistribution facilities available. 28 S and A licence vehicles at present covering the whole of Worcestershire and Warwickshire, including Birmingham on sugar distribution. H. B. Everton Roadways, Ltd., Droitwich. Phone 2378. 773-403

TENDERS

SHEFFIELD TRANSPORT DEPARTMENT. TENDERS ARE INVITED FOR THE DISPOSAL OF

4 A.E.C. DOUBLE-DECK BUSES.

Full particulars and Forms of Tender (returnable not later than Monday, September 8, 1958) may be obtained on application to the undersigned.

R. C. MOORE, M.Inst.T., General Manager.

Division Street, Sheffield, 1. 773-13

Miscellaneous Advertisements (contd.)

COUNTY BOROUGH OF STOCKPORT OFFERS INVITED FOR.—

TWO LEYLAND DOUBLE-DECK TD3 OMNIBUSES, SIX LEYLAND DOUBLE-DECK TD4 OMNIBUSES, TWO CROSSLLEY MANCUNIAN DOUBLE-DECK OMNIBUSES.

ONE LEYLAND SINGLE-DECK (CENTRE ENTRANCED) TS7 OMNIBUS.

All in good running order and carrying current certificates of fitness.

The vehicles may be inspected (during usual office hours) by appointment with the Transport Manager, Transport Offices, Mersey Square, Stockport. (Phone, Sto 4001). Tenders in plain, sealed envelope, endorsed "Tender for Omnibuses," to be received by September 11, 1958. 773-61

SURPLUS vehicles and plant: Foden 6-ton and Austin 3-ton hydraulic tippers, Commer 25-cwt. van, many miscellaneous items. Forms and details from Borough Engineer, Town Hall, Croydon. Closing date noon, Thursday, September 11, 1958. E. Taberner, Town Clerk. 773-42

EAST BARNET URBAN DISTRICT COUNCIL

SUPPLY OF TWO BEDFORD LORRIES AND

DISPOSAL OF TWO USED OPEN TRUCKS.

TENDERS ARE INVITED FOR THE SUPPLY OF TWO BEDFORD 2-TON OPEN TRUCK LORRIES WITH HYDRAULIC TIPPING GEAR, AND FOR THE DISPOSAL OF TWO BEDFORD OPEN TRUCK VEHICLES, ON A PART EXCHANGE BASIS.

Specification and Form of Tender may be obtained from the Engineer and Surveyor, Town Hall, Station Road, New Barnet, Herts., and Tenders, sealed in the envelopes provided, must be returned by not later than Noon on September 5, 1958.

The lowest or any tender will not necessarily be accepted. 773-259

TYRES!!! TYRES!!! TYRES!!!

H. MATTHEWS LTD.

10,000 Tyres always in stock.

ALL MAKES AND SIZES SAVE MONEY

Phone, write or call

89-97 Stockwell Road, London, S.W.9.

BRIXTON 2826 (8 lines)

Export Dept. 2027.

August 22, 1958—THE COMMERCIAL MOTOR 79
(Supplement)

Miscellaneous Advertisements (contd.)

HAMPSHIRE COUNTY COUNCIL.

TENDERS ARE INVITED FOR THE SUPPLY OF THE FOLLOWING:—

10—AUSTIN LIGHT MOTOR VANS.

5—2-3-TON DIESEL LORRIES.

2—10-12-TON DIESEL LORRIES.

1—CHASESIDE LOADER.

1—8-10-TON DIESEL ROLLER.

3—DUAL PURPOSE PERSONNEL CARRIERS.

Specifications and forms of tender may be obtained on application to the County Surveyor, The Castle, Winchester. 773-289

WORKS TRUCKS

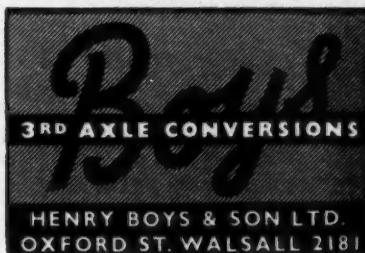
COVENTRY Climax, 4,000-lb. capacity. Clark forklift 4,800-lb. capacity; Clark 3,200-lb. capacity. Martindale, Cross Hall Works, Chorley, Lancs. Phone, Chorley 3504. 773-199

BOOKS AND PUBLICATIONS

MAINTEANCE RECORD (Charnwood Series No. 59). A life history of each vehicle with type records, petrol and oil consumptions, etc. 7d. post free. DIESEL oil stocks books. Cost books, etc. Send for descriptive list.

CHRANWOOD PUBLISHING CO., LTD., Coalville, 222-942

"**F**ARM MECHANISATION" DIRECTORY 1956-57. Compiled as the complete guide for farm machinery importers, dealers and manufacturers throughout the world, this edition covers the period 1956-57. Sections are devoted to tractors and their specifications, implements, test reports, and manufacturers' names and addresses. Illustrated. 55s. 22s. net from book sellers, or 25s. 9d. by post from the publishers, Temple Press Limited, Bowring Green Lane, London, E.C.1. 782



HENRY BOYS & SON LTD.
OXFORD ST. WALSALL 2181

CLASSIFIED ADVERTISEMENT ORDER FORM



Bowling Green Lane, London, E.C.1

PLEASE INSERT THE FOLLOWING ADVERTISEMENT IN THE NEXT..... ISSUE/S

UNDER THE HEADING OF.....

Rate 8d. per word (minimum 12 words 8/-) • Box Numbers: allow
4 extra words plus 1/- registration fee • Press Time: 10 a.m. Tuesday.

							Min.
8/8	9/4	10/-	10/8	11/4	12/-		8/-
12/8	13/4	14/-	14/8	15/4	16/-		
16/8	17/4	18/-	18/8	19/4	20/-		
20/8	21/4	22/-	22/8	23/4	24/-		

* Please use BLOCK letters throughout. Name and address, if to be used in the advertisement, must be included above and paid for.

NAME: _____

ADDRESS: _____

REMITTANCE ENCLOSED FOR.....

Remittances should be crossed and made payable to TEMPLE PRESS LIMITED.

SIGNATURE: _____

SPARSHATTS
AUTHORISED SALES & SERVICE
DEPOTS FOR
Albion
COMMERCIAL VEHICLES

LONDON: 108 BELLENDEN ROAD
PECKHAM, S.E.15
PHONE: NEW CROSS 2939

SUSSEX: BOGNOR BRIDGE
CHICHESTER
PHONE: CHICHESTER 4154

ALSO at PORTSMOUTH—SOUTHAMPTON and RYDE, I.O.W.

Vehicle, Plant, Marine

ENGINE EXCHANGE

by **Normand**

Normand Limited are accredited Gardner, Albion, Leyland, Scammell and Perkins repairers, specialise in the reconditioning of all types of diesel engine and provide an over-the-counter exchange engine service in Gardner, Leyland and AEC engines. All engines are thoroughly bench-tested at our Park Royal works and carry our guarantee.



★
RECONDITIONED BLOCKS
AND COMPLETE SPARES
RANGE

NORMAND LIMITED, PARK ROYAL, N.W.10
Telephone: Elgar 7757 (8 lines)

Fit the NEW
PRIMROSE
3rd AXLE
ATTACHMENT
TO YOUR NEW OR USED VEHICLES
PRIMROSE 3rd AXLE CO
CLITHEROE, LANCS
TEL.: CLITHEROE 787

5 REASONS FOR BUYING



Phone:
VIC. 1693-4440

RESTALL BROS. LTD., 31-33 FLOODGATE ST., B'HAM, 5

In addition to supplying up-to-the-minute details of new models, every issue of "The Motor" offers you a choice of thousands of used cars of every type and price.

Motor
Every Wednesday 1/-

Buying a Car?

MITCHELL
hats off to 
when it comes to **Perkins DIESEL**

Perkins Signholders

L. A. MITCHELL (MOTORS) LTD. 1 Balham High Rd., London, S.W.12. Tel.: BALHAM 2234

**W. J. BOYES
& SON LTD**

GARDNER
OIL ENGINE SPECIALISTS

ERF

SALES
SERVICE
SPARES

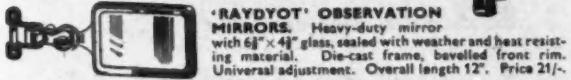
Commercial Vehicle Specialists
BLENHEIM GROVE, PECKHAM, LONDON, S.E.15

Phone:
NEW CROSS 3111-2-3



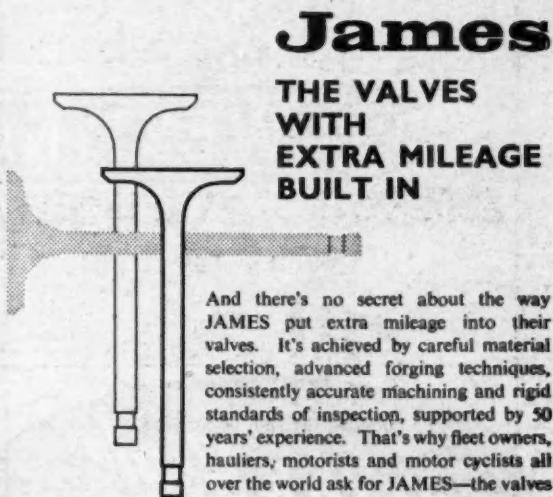
FLASHING DIRECTION INDICATOR LAMPS. 'Raydyot' flashing indicators give a clear and compelling signal under all conditions. Large amber diacon lens, heavy brass, chromium plated rim. Price 22/- with 6v., 12v. or 24v. bulb.

AUTOMATIC TIME SWITCH, incorporating mechanical flasher. Flush fitting, universal for 6v., 12v. or 24v. Price 66/-.



'Raydyot' Commercial Vehicle Accessories are available from your usual dealer.

JAMES NEALE & SONS LTD., GRAHAM STREET, BIRMINGHAM 1
London Depot: 95 Pimlico Rd., S.W.1. Leeds Depot: West Mill, Harmer St., Kirkstall Rd.



And there's no secret about the way JAMES put extra mileage into their valves. It's achieved by careful material selection, advanced forging techniques, consistently accurate machining and rigid standards of inspection, supported by 50 years' experience. That's why fleet owners, hauliers, motorists and motor cyclists all over the world ask for JAMES—the valves with the extra-long service life.

Next time, fit JAMES and watch the mileage mount

James

100% British Valves
Guides and Springs

Established 1904

W. G. JAMES LTD.

Kingsbury Works • Kingsbury Road • London • NW9



If it's a
WINCH
you want
why not buy one
of the well known
THOMPSON
LIGHTWEIGHT WINCHES

... from our range of well proved lightweight winches, both power and hand operated from ½ ton to 10 ton capacity

THOMPSON BROS (ENGINEERS) Ltd
Archery Works, Archery Road, London, S.E.9
Telephone: ELTham 5522/3

**All Heavy Vehicles need
the extra benefit of**



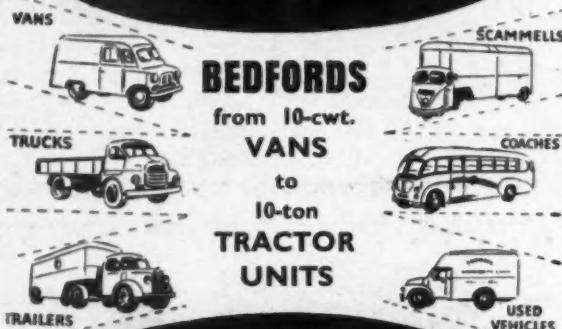
WESTINGHOUSE



**AIR BRAKE EQUIPMENT
for Safe Effortless Control**

WESTINGHOUSE BRAKE AND SIGNAL CO. LTD.
Automotive & Industrial Products Division, Hanham Road, Kingswood, Bristol
Sales Agents for Road Transport Undertakings: Equipment & Engineering Co. Ltd., 2-3 Norfolk St., W.C.2

Keith & Boyle
RELIANCE 4211



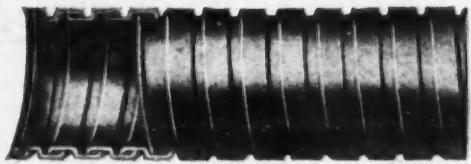
DAILY 8-7 SATS 8-5 SUN 10-1

80 CLAPHAM RD. S.W.9

CLOSE TO OVAL TUBE

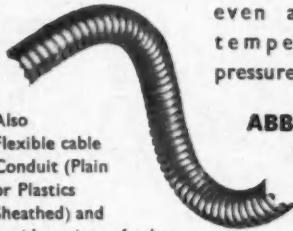
COME TO THE OVAL FOR A SQUARE DEAL

ABBOFLEX LTD.



**FLEXIBLE EXHAUST TUBING
IN ALL SIZES**

Standard Type as shown or INTERLOCK Pattern for Diesel and other heavy duty exhaust. This type is completely gastight, even at the highest temperatures and pressures.



Also
Flexible cable
Conduit (Plain
or Plastics
Sheathed) and
a wide variety of other
types of high-quality
Flexibles.

**ABBOFLEX WORKS,
WALNUT TREE
CLOSE,
GUILDFORD,
SURREY**
Guildford 5893

Rising Costs Must Be Halted, Sir

Surely you are interested in a Cast-iron Proposition that will help you to REDUCE the Repair Times of your PERKINS Diesel Transport? Then you cannot afford to overlook

THE ADVANTAGES OFFERED BY

OUR *Perkins* DIESEL REPLACEMENT SERVICE

Over-the-counter deliveries of Perkins Replacement Engines, Reconditioned Diesel Pumps, Fuel Lift Pumps and Injectors, Exchange Cylinder Heads, Crankshafts, Water Pumps and Oil Pumps.

All Phone and Mail Orders on the way to you the same day.
SAVING YOU MONEY IS MY JOB, SIR

FERRARIS OF CRICKLEWOOD LTD.

200-220 CRICKLEWOOD BROADWAY, LONDON, N.W.2

GLAdstone 2234 (6 lines)



Complete Range of all
PERKINS CONVERSION PACKS
in Stock

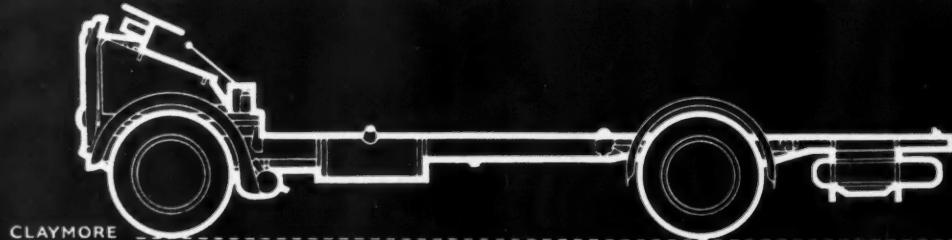
Hours of Business—Mon. to Fri. 8 a.m.—5.30; Sat. 8 a.m.—noon.

THE INDEX TO ADVERTISERS WILL BE FOUND ON PAGE 39

Printed in England and Published Weekly by the Proprietors, TEMPLE PRESS LTD., BOWLING GREEN LANE, LONDON, E.C.1.
Annual Subscription rate, 70/- (Canada and U.S.A. \$10.00). Registered as a G.P.O. as a Newspaper. Entered as second-class matter at the Post Office at New York, N.Y.,
under the Act of March 3, 1879 (Sec. 233 P. L. & R.). AGENTS ABROAD—EUROPE—Messageries Dawson (S.A.), Paris; Messageries Hachette et Cie, Paris; W. H. Smith
& Sons, Farnham and Brussels. CANADA—Wm. Dawson & Sons, Ltd., Toronto, etc.; Gordon & Gotch, Ltd., Toronto. AFRICA—Central News Agency, Ltd.,
Cape Town; W. Dawson & Sons (S.A.), Cape Town. ASIA—W. Thacker & Co., Ltd., P.O. 190 Bombay. AUSTRALIA and NEW ZEALAND—Gordon & Gotch, (Asia), Ltd.

August 22, 1958

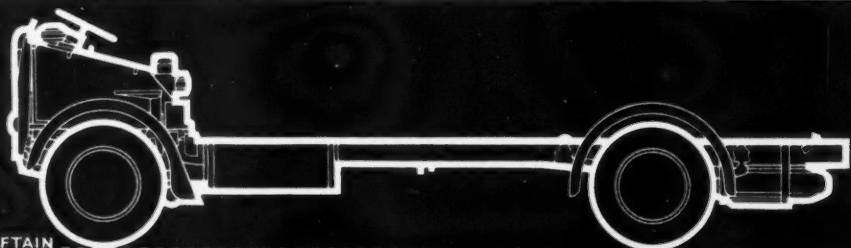
THE COMMERCIAL MOTOR



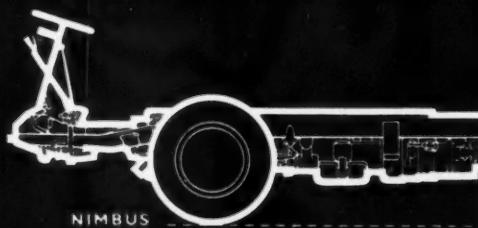
CLAYMORE

Albion fit **CAPASCO** HF7

non-fade, heavy duty moulded brake linings on all types
of vehicles in their range including the five shown here.



CHIEFTAIN



NIMBUS

CAPASCO
NON-FADE MOULDED BRAKE AND CLUTCH LININGS



NOW! NEW Albion
CHIEFTAIN
AND
CLAYMORE



FIT
BORG & BECK

REGD TRADE MARK

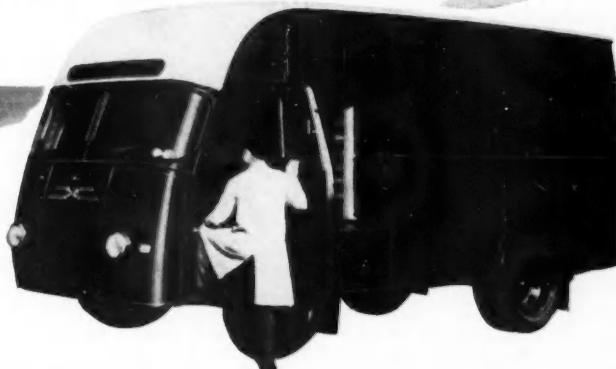
FRICITION CLUTCHES

Thompson
STEERING JOINTS
AND TIE RODS
are fitted to the
CLAYMORE



FOR CLUTCH
RELIABILITY

BE SURE AND CHECK IT'S A BORG & BECK



BORG & BECK COMPANY LTD • LEAMINGTON SPA • WARWICKSHIRE